

AMERICAN RAILROAD JOURNAL.

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been the practice with former administrations to appoint political friends to this Department without regard to their real fitness for the place. Mr. Welles, of all those who have filled it, seems to have been least familiar with the details which constitute its principal elements of usefulness and success. Of course he was compelled to trust himself, blindly perhaps, to the direction of others; and consequently, if his administration were even brilliant, he was entitled to whatever credit he could obtain only by reflection and at second hand. If it shall appear that he had placed himself in the hands of men who knew little more than himself, the Country has suffered wrongfully, and has a right to complain. We all perceive that an enormous National debt owes much of its proportions to the cost of our Navy, and that one hundred and forty millions of dollars additional are proposed to be added to its previous expenditures. It is also a fact that four steamers of the Confederates have done enormous mischief on the Ocean to our commerce, and have escaped capture; and though we have in all six hundred vessels in our Navy, we have not been able to establish a perfect blockade, though one sufficiently vigorous to bring it within inter-national law, or effectually to close the ports of Mobile and Wilmington. New Orleans, Metamoras, and Savannah are no longer ports accessible to blockade runners, chiefly because our land forces have there established themselves. The Navy it is true has made many captures, whenever the enemy came within reach of its guns; but when he has chosen to keep out of our way, he has escaped without much difficulty. The captures made, amount to more than a thousand in number; but it will be found after all, that the Army has done its full share of this work. Those captured in the Mississippi and its tributaries, as well as in the rivers emptying into the Atlantic, have been often the result of the expeditionary movements of our own land forces.

When the prosperity of our Country in peace, and its security and glory in time of war, depend so much upon fast steamers, well handled and in full activity, certainly the consideration of their essentials for success, may be taken up by us with great propriety. And it so happens, particularly as at this very moment, the Country is startled with inquiries coming thick and fast upon us as to what really is the effective condition of our Navy. It is well known that the head of the Department has come, neither by education; experience, study nor intellectual superiority, to his most responsible position. And it unluckily has

have long professed to know it. Our Chambers of Commerce have again and again given their opinions on the subject, the Press has been nearly unanimous in its verdict, and yet the system which created all this anxiety has apparently been beyond the reach of practical reform. It is indeed one of the chief faults of our Country that men in power are, for the time being, dead to the feeling of their responsibility to their constituents. At least, however, one fearless man has compelled even the Department of the Navy to come down from its quarter deck to repel boarders. A hand to hand trial is going on, committees are appointed in Congress to investigate our naval affairs, the appropriations asked for are reduced about forty millions, and the Secretary has actually proposed a race between one of his best appointed steamers, the *Eutaw*, constructed after his own preferences, and any vessel in the commercial service, of private origin; and the challenge has been accepted by the owners of the *King Kiang*. We see a dilemma for the Secretary, however, of no pleasing character; for if there be faster vessels in our Navy than there are out of it, then why have they not been employed to hunt up and destroy the rebel cruisers. If it shall turn out that these pet steamers of the department can be easily beaten by ordinary commercial craft, then it would appear to be a consequence, that the system of the Secretary has been at fault, that his chief Engineers are not to be relied upon, and that the Naval assistants of the Secretary are not much wiser than himself.

The material point at issue appears to be, whether the engines of our Government vessels are constructed upon correct principles, and whether what is termed the application of the expansive power of steam has been properly estimated, or ignored in their construction. It is understood that Mr. Isherwood, to whom the country is indebted for the discovery that there is no gain in the expansion, is "the power behind the throne greater than the throne itself." He therefore builds his engines with nominally low pressure and condensing engines, but in fact high pressure; and to get speed, uses enormous boilers, large quantities of fuel, and massive machinery. It is alleged that his vessels can neither carry coal, armament, or crew enough without overload-

ing them, and actually destroying their buoyancy so much, as to neutralize their theoretical speed. This is the point which is to be settled by the proposed experimental race from Norfolk to New York.

We may here allude to some of the anxious which are adopted in all elementary works of authority on steam. We quote from BOURNE a simple statement, and he is one of the latest and best writers with a practical purpose. "The efficacy of a given quantity of steam is more than doubled by expanding the steam four times." It is admitted that the efficacy of the stroke is made nearly one half less, but this is overcome by a most philosophical arrangement, viz: by making the cylinder larger and the piston to move faster in the proportion in which the expansion is carried out. To realize the largest amount of benefit the cylinder should be enclosed in a steam jacket, and effectually protected from refrigeration. In practice the greatest success has followed the adoption of the principle, and Mr. Dickerson, who has a very clear and logical mind, has given one explanation in relation to it which seems to have been overlooked in most of the treatises we have studied. A full head of pressure of steam in the cylinder requires more time to condense, puts the air pump to greater stress to supply and remove the condensed water, it meets with a back pressure from the condenser to a considerable amount, which reduces the effective moving power in the engine applied to the vessel. But we will let Mr. Dickerson speak for himself. In one of the notes attached to his pamphlet, which we have already quoted from largely, he says:

"Now a steam engine is like a water wheel in another particular—it is troubled by *back water*, that is, by back pressure steam, or steam which is in the condenser, and which resists the piston in its motion through the cylinder—just as the back water in a tail race piles up on a water wheel and resists its motion, if too much water is poured over the wheel. And there is a point where an increase of steam in the cylinder, or of water on the wheel, will cease to produce power, and only cost steam or water for nothing. In a steam engine as generally organized—that is, with the usual condensing capacity, or tail race (to carry out the illustration,) that point is about half stroke, beyond which steam gives no power, and is wasted.

"A few figures and the accompanying diagram will make this plain. Suppose an engine to be running with a boiler pressure of forty pounds to the inch—that is, twenty-five pounds above the atmosphere; and suppose the back or condenser pressure to be five pounds, which Isherwood assumes in his tables, and which is correct enough for full stroke engines, although too much for expansion; and suppose that engine to be run, first, with the cut-off closing at half stroke, and then with the steam valve open to the end of the stroke, so as to give full pressure to the piston all the way to the end. Now that engine will use just twice as much steam and fuel in the latter case as the former, and do no more work. To show that, a comparison must be made between the powers produced in the two cases. In the first case—that of half stroke—the piston will be pushed down half way, with the pressure of forty pounds to the inch, and then no more steam is taken; but the steam then in the cylinder will still drive the piston to the end of the stroke with a diminishing pressure, whose average will be twenty-eight pounds to the inch during the second half of the stroke; and consequently the average of the whole stroke will be thirty-four pounds to the inch; or the effect will be the same as if the piston had a pressure of thirty-four

pounds to the inch, from end to end. But when the exhaust valve opens to let out the steam into the condenser, its pressure is only twenty pounds to the inch, and its temperature has fallen in the proper ratio; so that it is condensed rapidly and got out of the way of the returning piston—just as the water which falls out of the water wheel into an open tail-race, runs off with little resistance to the wheel.

In all the replies to Mr. Dickerson, which his opinions have called forth, we have seen no attempt to confute these propositions, and we do not think they can be confuted. And if not, then the Secretary of the Navy is to blame for his pertinacity in adhering to his *high pressure condensing engines*, if we may be allowed such an expression. Again: The expansive power of the steam gained, is *pro tanto* an absolute gain "without any expenditure of steam or fuel whatever." This is the economical view of the principle, which has been ignored by the Navy Department.

We look forward to the coming race with interest from public motives only. It is time we came to some conclusion as to the proper construction of our steamers and their engines. Our countrymen are not behind any people in the world in invention, or mechanical ingenuity. Our country is the home of the practical arts. From our shores all the best saving labor machines in the world have gone forth. Our tools for manufacturing them are the most curious and perfect. It is hardly possible to name a useful article made of wood or metal which is not of American origin, or improved upon by American skill. In ship building, in the construction of steam engines, whether for land or ocean service we have no superiors. Even now our new traction engines

are travelling all over the roads of the island of Jamaica. Our mechanics in steam, like the steam they operate in, expand as they work into engineers and artists, just as our common soldiers in the army become the best historians of the scenes in which they are actors. Of no other similar classes of men in any other part of the world can this be said. Let us then have the best steam navy in the world, and let us regard those persons with esteem, and reward them with honor, who at this very crisis of our naval progress step in and tell us of our mistakes. We have hitherto built the fastest sailing vessels and steamers. The Russians and Italians come here for their finest ships, and is it not disgraceful to us, that our own navy should prove the slowest in the world, and that out of six hundred vessels of war, we cannot find any fast enough to overtake the freebooters who have driven our commerce from the ocean.

FINANCES OF SAN FRANCISCO.

The following statement of the indebtedness of the City and County of San Francisco for the fiscal year 1862-'63, is from the report of the Treasurer:

| Issued. | Payable. | Annual Ann. sink. | In circulation. |
|---------|----------|-------------------|-----------------|
| 1851 | 1871 | 10 per cent. | \$50,000 |
| 1854 | 1865 | 7 | 5,000 |
| 1854 | 1866 | 10 | 16,666 |
| 1855 | 1875 | 6 | In 1865 |
| 1858 | 1888 | 6 | In 1867 |
| 1860 | 1870 | 10 | 5,000 |
| 1861 | 1870 | 10 | 2,500 |
| 1862 | 1877 | 7 | In 1866 |
| 1863 | 1878 | 7 | 90,000 |
| Total | | | \$3,355,100 |

Authority also exists for further issues (under

an act of the Legislature passed April 23, 1863,) viz: to the

Western Pacific R. R. Co., 7 per cents ... \$400,000
Central Pacific R. R. Co., 7 per cents ... 600,000

Including the above, and also the city slip settlement bonds, the debt will be as follows:

| | | |
|---|-------|-------------|
| Present indebtedness | | \$3,355,100 |
| San Francisco and San Jose R. R. bonds (issued) | | 60,000 |
| City Slip settlement bonds | | 960,000 |
| Pacific and Central Railroad bonds | | 1,000,000 |

Total \$5,375,100

Add to this the balance of judgment debts, less amount provided for by city slip settlement, say \$300,000, and the total indebtedness of the city authorized and in abeyance, at the end of the fiscal year ensuing, will exceed \$5,500,000.

It is to be remembered, however, that the city holds the stock of the San Francisco and San Jose Railroad Company for the \$300,000 subscribed, and that the subscription to the Pacific Railroad Companies was authorized to be made upon similar terms, and as the work progresses.

SCHUYLKILL NAVIGATION COMPANY.

The report of the business of the year 1863 shows that the total tonnage amounted to 1,104,925, of which 884,377 tons was anthracite coal. The income of the Company amounted to \$921,756 76. The total expenses were \$765,173 05. Balance carried to the credit of the profit and loss account, \$156,583 71, making the total credits to that account \$229,048 69. The charge against the same is \$57,667 97; balance to the credit of the account, Dec. 25, 1863, \$171,380 72. Deducting from this balance the amount which is receivable in the preferred stock of the Union Canal Company, \$16,308 59, there will remain the sum of \$155,072 13. This sum, however, is liable to increase or diminution on the final settlement of the lateral railroad accounts, and of the account with the Philadelphia and Reading Railroad Company, under the arrangements and agreements hereafter referred to. But it is believed that the final settlement of these accounts will leave such a balance as will justify a dividend of four per cent. on the preferred stock of the Company, and a sufficient margin for any losses, expenses or contingencies incident to the business of the year not yet ascertained or presented.

The report of the Improvement Bonds of 1870, shows a balance outstanding Dec. 25th, 1863, of \$461,000. The account of the Trustees of the Loan for the year 1863, is as follows:

Balance of cash on hand Dec. 25th 1862 \$7,909 00
Renewal for allowances of five per cent.

a ton on coal 44,227 80

\$52,226 80

The payments during the same period, \$48,680 97. The total payments on the boat and coal loan of 1855, amounted to \$57,875 11. Amount paid on the boat and car trust of 1863, was \$48,414 44.

The cost of the property held by the trustees stood, Dec. 25th, 1862, at \$233,650 14; boat notes issued in 1863, for new boats, \$245,863; payments in cash for cars and boats, \$26,027 31, making a total of \$505,540 45; amounts paid by boatmen during 1863, \$64,348 21; balance of property held by trustees Dec. 25th, 1863, \$441,192 24; the amount of the boat notes outstanding Dec. 25th, 1863, \$263,263, and the payment of these notes and of the amount advanced by the Company for

the account, viz., \$177,929 24, making in all the sum of \$441,192 24, will be discharged by the proceeds of the sale of the rail and car loan of 1863 to the Mine Hill and Schuylkill Haven Railroad Co. The balance of the contingent fund, Dec. 25th, 1863, amounted to \$187,836 21, of which \$94,658 33 has been invested. Balance not invested, and used by the Company as a temporary loan during the year \$42,677 88.

The navigation was opened for use on the 7th day of March, and business was not interrupted by any accident during the whole year. The report states that the Company has doubtless suffered in tonnage from the want of boats and cars. The scarcity of labor and the delays in unloading the boats, have also tended to limit the working power of the company. The company it stated, needs an increase of steam tugs on the Delaware and Schuylkill and tugs of small capacity for use on some of the large slack water pools.

The number of boats engaged in the anthracite coal trade on the line in the year 1863 averaged about 550. The company contracted for about 162 barges, of which 122 have been delivered; of these 112 are of the largest class, carrying about 180 tons each and 13 are of the burthen of 120 to 140 tons. The remainder of those contracted for will be delivered during the winter, and new contracts for about 120 more, to be built and delivered in 1864, have been made. The report further states that, under existing circumstances, the company can probably so modify and increase the tolls on other articles than coal as to provide for a considerable part of any additional charges, thus sharing with those who furnish the tonnage and who are now receiving large prices, a part of their increased gains.

In January last negotiations were opened between the Philadelphia and Reading Railroad Company, the Mine Hill and Schuylkill Haven Railroad Company and the Schuylkill Navigation Company, have for their object a more perfect union and harmony of action between said Companies, for the protection and development of the coal trade of Schuylkill county, and securing its transportation to the great markets of consumption by the works of the Schuylkill Navigation and Philadelphia and Reading Railroad Companies.

To this end, it became necessary, first, to suspend the construction of the Schuylkill Haven and Lehigh River Railroad; second, to purchase or hold on permanent lease, the Mine Hill and Schuylkill Haven Railroad, and third, to provide for such reasonable division of the coal tonnage between the Navigation and Railroad Company as would afford proper compensation for the capital invested in the two works, and for the great advantages they afford to both producers and consumers of anthracite coal.

After a thorough examination of the whole subject, and numerous and earnest consultations to arrive at a right basis of settlement, it was finally agreed to.

First. That the existing agreement between the Schuylkill Navigation Company and the Mine Hill and Schuylkill Haven Railroad Company should be cancelled and terminated.

Second. That the Schuylkill Haven and Lehigh River Railroad Company should be consolidated with and be merged into the Mine Hill and Schuylkill Haven Railroad Company, and the work on the former road be suspended and the contract for it be cancelled.

Third. That a lease of the consolidated Mine Hill and Schuylkill Haven Railroad for 999 years should be made to the Philadelphia and Reading Railroad Company at a rent equal to 8 per cent. per annum, on a capital of \$3,700,000.

Fourth. That the Schuylkill Navigation Company should agree to receive part of the money (to wit, \$600,000) paid in as capital stock of the Schuylkill Haven and Lehigh River Railroad Company, and give in exchange for it \$800,000 of the six per cent. boat and car loan of the year 1863, which would make the payment to the Mine Hill Company by the Navigation Company the same rate per annum as that given by the Philadelphia and Reading Company in the arrangement.

Fifth. That an agreement should be made between the Schuylkill Navigation Company and the Philadelphia and Reading Railroad Company, under which

1st. On all the railroads and their branches and extensions owned, leased or worked by the said Railroad Company and connecting with the works of the said Navigation Company at Port Carbon, Mount Carbon, Schuylkill Haven and Port Clinton, the cars belonging to said Navigation Company shall have the same facilities of access, laden or unladen, to and from all the mines reached by said railroad, and be transported at the same rates of toll and freight thereon as for the time being may be charged on cars belonging to said Philadelphia and Reading Railroad Company or any other person or party. So that in all respects and during the whole term of each of the leases or agreements relating to said roads, the coal trade thereon shall be on precisely an equal footing in proportion to the transportation offered for both of said Companies.

2d. That equal charges for toll and transportation of coal to way points and tide-water on the Delaware and Schuylkill rivers shall be adopted and charged by each of said companies and that if either shall desire or intend to make drawbacks or allowances on coal to be shipped or forwarded from tide-water of the Delaware or Schuylkill rivers, notices of such desire or intention to make such drawbacks or allowances shall be given to the other party before any arrangement or agreement for making the same has been offered or agreed upon.

3. That accounts of the income and expenses of each of the railroads so owned, leased or worked by said Railroad Company, shall be kept and stated annually, and if at the rates charged thereon for toll and transportation, there shall be either excess or deficiency of net revenue for the payments to be made by said Railroad Company by way of rent, such excess or deficiency shall be shared between the Navigation Company and the Railroad Company in proportion to the tonnage brought on their respective lines from said railroads in each year.

4. In case under these arrangements the coal tonnage intended to be divided between such companies shall not for the period between the first day of April and the fifteenth day of December in each year, be distributed in the ratio of 55 per cent. to the railroad and 45 per cent. to the canal, then the party carrying more than its share shall pay the other 25 cents per ton of its excess. But the arrangement for the computation of such per centages of the trade is to be suspended if between the first of April and the fifteenth of December in any year the line of either company is not in working order, for such time as said line may be out of use; and it is also to be suspended for any year in which the quantity of coal carried under the agreement by the Navigation Company shall reach 1,750,000 tons, but up to that tonnage it is to be in full force on both parties.

5. The accounts under these arrangements are to be made out annually, and settlements and payments made on the first day of March in each year.

These arrangements date from the first day of May, 1863, and the first settlement will be made on the first day of March, 1864.

The total coal business of the two companies for

the ten years ending December 1, 1862, was 30,218,888 tons, of which the railway carried 18,654,237 tons, or about 61 per cent., and the canal 11,564,651 tons, or about 39 per cent., but the railway tonnage is for twelve and the canal for nine months in each year, and the proportion of 55 per cent. while the canal is in use are fairly established by the results of ten years' actual working.

The following resolutions attached to the report of the President, were adopted:

Resolved, That the Board of Managers be, and they are hereby authorized to cancel and terminate the agreement made the 31st day of December, 1861, between this Company and the Mine Hill and Schuylkill Haven Railroad Company.

Resolved, That the basis of the arrangement between this Company and the Philadelphia and Reading Railroad Company, referred to in the report of the Board of Managers, presented this day, be, and the same is hereby approved of; and that they be and are hereby authorized to perfect the same and to assume the obligations thereof in the name and on behalf of this Company in such formal contract or agreement as may be made therefor.

Resolved, That the Board of Managers be, and they are hereby authorized to borrow, for the purpose of purchasing barge, coal-cars, steam tug-boats, and animals, or other motive power for using the same, such sum, not, however, exceeding one million of dollars, in the whole, as they may deem necessary. The certificates for such loan to be issued in such form, for such amounts, payable at such times, and transferable in such manner as the managers may designate. And the same loan to bear such rate of interest and to be negotiated on such terms and conditions as said managers may deem best for the interests of the Company.

Resolved, That the Board of Managers be and they are hereby authorized to make changes in the agreement between this Company and the Union Canal Company or to make a new agreement with that Company, if in their judgment such changes or new agreement will be beneficial to this Company.

The following preamble and resolutions, were unanimously adopted:

Whereas, it appears from the annual report of the managers, this day presented to the stockholders, that during the last year an agreement has been entered into with the Philadelphia and Reading Railroad Company, which it is believed will greatly increase the prosperity of this, as well as other carrying companies, and,

Whereas, the negotiation of the details of the agreement has been the result of much patient labor which devolved chiefly upon our President, Frederick Fraley, who has given much time in completing this highly important arrangement. Therefore,

Resolved, That the thanks of the stockholders be and they are hereby cordially tendered to our President, for this renewed evidence of the zeal and fidelity with which he has guarded our interests.

Resolved, That more substantially to testify our appreciation of the value of the services thus rendered, the board of managers be and they are hereby authorized to transfer to Frederick Fraley two hundred shares of the preferred stock of this Company, now standing in the name of F. Fraley, President, in trust for the Company.

Finances of Utah Territory.

From the Auditor's Report it appears that the assessed valuation of the taxable property of the Territory, is \$5,048 200. From the Treasury at the commencement of the fiscal year ending October 31st, 1863, \$5,439 68. That there was received into the Treasury during the fiscal year, \$32,845 12. That there was disbursed during the fiscal

year \$11,485 37. Leaving in the Treasury at the close of the fiscal year, October 31st, 1863, \$26,799 48.

A Great Law Case—\$1,500,000 Involved.

Our Canadian friends are having another season of the celebrated case of the Commercial Bank of Canada *vs.* The Great Western Railway. It was before the Canadian Court of Appeals at Toronto on Tuesday and Wednesday last. It possesses no little interest, and we give a brief history thereof: The Bank claims of the Railroad Company the sum of \$1,500,000, advanced to C. J. Brydges, Managing Director G. W. R., and Thomas Reynolds, Finance Director G. W. R., on account of the Detroit and Milwaukee Railroad. It seems that after the Great Western Company undertook the completion of the Detroit and Milwaukee road, the large sum of money claimed in the suit was advanced by the Commercial Bank to Messrs. Brydges and Reynolds, both being officers of each Company. The Bank allege that the money was advanced to the Great Western, and on the failure of the Detroit and Milwaukee, demanded the return of their loan from that Company. The latter, however, asserted that the advances were made to the Detroit and Milwaukee, and not to the Great Western Company, and denied all the responsibility. The Bank commenced a suit fixing the sum claimed at \$1,500,000, and the case was first tried at the Kingston (C. W.) Assizes, in May, 1862, and resulted in a verdict for the Bank. In August, 1862, the Great Western obtained from the Court of Queen's Bench a rule *non-suit* calling upon the plaintiffs to show why a *non-suit* should be entered, on account of the misdirection of the Judge, and the reception of improper evidence. The case was argued before the Court of Queen's Bench and in December a decision was given again in favor of the Bank. The Great Western took an appeal, which came before the Court of Appeals at Toronto on Tuesday and Wednesday as stated. On the bench were President M'Lean of the Court of Appeals; Chief Justice Draper, of the Queen's Bench; Chief Justice Richards, of the Common Pleas; Chancellor Vankoughnet, Vice-Chancellor Eston, and Hon. Justices Wilson and Morrison, being the chief judicial dignitaries of the province. The case was argued for two days, and the Court reserved its judgment. It is probable that the final decision will not be given until the March term of the Court—*Rochester Democrat* Jan. 8.

Population of Chicago.

The following is an official statement of the population of Chicago:

| | | | |
|-------|--------|-------|---------|
| 1830. | 70 | 1848. | 20,023 |
| 1840. | 4,853 | 1849. | 23,047 |
| 1843. | 7,580 | 1850. | 29,963 |
| 1844. | 10,864 | 1852. | 38,734 |
| 1845. | 12,088 | 1853. | 60,625 |
| 1846. | 14,169 | 1860. | 110,973 |
| 1847. | 16,859 | 1862. | 138,835 |

Pittsburg, Ft. Wayne and Chicago Railway.
The following statement will show the result of the business of this company during the eleven months ending November 30, 1863, viz:

Earnings for eleven months \$4,645,202 15
Excess of joint earnings received by

Clev. & Pitts. R. R. Co. per contract 67,620 89

Less for interest on b'ds. \$709,258 78

" expenses, viz:

For improvements, &c. 1,274,433 37

For transportation 2,759,163 06

4,742,855 21

Deficit \$29,942 17

Add deficit for year ending Dec. 31, 1862 183,671 11

Total 213,618 28

Exports from New York to foreign ports during the years 1860, 1861, 1862, and 1863:

FOREIGN TRADE.

1863.

1862.

1861.

1860.

ENTERED WAREHOUSE.

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PREFERRED, CANAL, MINING, AND MISCELLANEOUS STOCKS AND BONDS.

PREFERRED AND GUARANTEED R. R. STOCKS.

| RAILROADS. | Amount of shares outstanding. | Dividends | Rate. | Market Price. |
|---|-------------------------------|-----------|------------------|---------------|
| Atlantic & St. Lawrence (guarant'd) | \$2,494,900 | 6 | 6 | |
| Berkshire (guarant'd) | 600,000 | 7 | 7 | |
| Boston, Concord & Montreal (pref.) | 800,000 | 6 | | |
| " " (new pref.) | 554,000 | 6 | | |
| Buffalo, N. Y. & Erie (guaranteed) | 850,000 | 7 | | |
| Camden & Atlantic (preferred) | 620,800 | 7 | 21 $\frac{1}{2}$ | |
| Catawissa (preferred) | 1,150,000 | 7 | 42 $\frac{1}{2}$ | |
| Chemung (guaranteed) | 380,000 | | | |
| Cayuga & Susquehanna (guaranteed) | 343,500 | | | |
| Cheshire (preferred) | 2,017,925 | 7 | 48 | |
| Chicago & Alton (preferred) | 2,464,336 | 7 | 90 | |
| Chicago & N. W. (preferred) | 2,400,000 | 7 | 63 | |
| Cochecho (preferred) | 177,750 | 8 | | |
| Ct. & Passumpsic Rivers (guarant.) | 49,200 | 6 | | |
| " " (preferred) | 823,000 | 6 | 40 | |
| Cumberland Valley (1st preferred) | 241,900 | 8 | | |
| " " (2d preferred) | 243,000 | 8 | | |
| Detroit & Milwaukee (preferred) | 1,500,000 | | | |
| Dubuque & Sioux City (preferred) | 1,982,180 | 7 | 72 | |
| Elmira, Jeff. & Canandaigua (guar.) | 500,000 | | | |
| Elmira & Williamport (preferred) | 500,000 | | 51 | |
| Erie (preferred) | 8,535,700 | 7 | 102 | |
| Hannibal & St. Joseph (preferred) | 5,308,28 | 7 | 46 | |
| Harrisburg & Lancaster (guarant'd) | 1,182,100 | 7 | 7 | |
| Houatonic (preferred) | 1,180,000 | 4 | 74 | |
| Indianapolis & Madison (preferred) | 353,900 | 8 | 8 | |
| Kennebec & Portland (preferred) | 247,000 | 6 | | |
| " " (new pref.) | 125,000 | 6 | | |
| Lackawanna & Bloomsburg (pref.) | 500,000 | 7 | | |
| Marietta & Cincinnati (1st preferred) | 5,105,384 | 7 | | |
| " " (2d preferred) | 3,424,169 | 7 | 49 | |
| Michigan S. & N. Indiana (guar.) | 2,893,600 | 8 | 133 | |
| Mil. & Prairie du Chien (1st pref.) | 1,051,000 | 8 | 109 | |
| " " " (2d pref.) | 1,014,000 | 7 | 89 $\frac{1}{2}$ | |
| Milwaukee & St. Paul (preferred) | 2,256,000 | 7 | | |
| New Haven & Northampton (guar.) | 1,010,000 | 4 | | |
| New York & Harlem (preferred) | 1,500,000 | 8 | 105 | |
| Niagara Br. & Canandaigua (guar.) | 1,000,000 | 6 | | |
| Paterson & Hudson (guaranteed) | 630,000 | 6 | | |
| Paterson & Ramapo (guaranteed) | 245,000 | 6 | | |
| Peoria & Bureau Valley (guarant'd) | 1,200,000 | | 6 | |
| Philadelphia & Reading (preferred) | 1,551,800 | 7 | 58 | |
| Philadelphia & Trenton (guarant'd) | 1,900,000 | | 10 | |
| Pitts. Ft. Wayne & Chicago (pref.) | 2,000,000 | 7 | 87 $\frac{1}{2}$ | |
| Pittsfield & North Adams (guar.) | 450,000 | 6 | | |
| Portland, Sac & Portsmouth (guar.) | 1,500,000 | 6 | | |
| Rutland & Burlington (preferred) | 382,700 | 8 | | |
| " " (preferred) | 608,176 | 6 | | |
| St. L. Alton & Terre Haute (pref.) | 1,500,000 | 6 | 75 | |
| Toledo & Wabash (preferred) | 926,200 | 7 | 73 | |
| Troy & Greenbush (guaranteed) | 274,400 | 6 | | |
| Vermont & Canada (guaranteed) | 1,600,000 | 8 | 8 | |
| Warren (guaranteed) | 1,307,750 | 7 | | |
| White Mountain (guaranteed) | 203,000 | 5 | | |
| Wrightsville, York & Gettysburg (guar.) | 317,050 | 2 | 2 | |

CANAL AND MISCELLANEOUS STOCKS.

| COMPANIES. | Par of Shares. | Amount of Stock. | Dividends. | Market Price. |
|---------------------------------------|------------------|------------------|------------------|---------------|
| CANAL AND NAVIGATION STOCKS: | | | | |
| Chesapeake and Delaware | 100 | 1,343,563 | 8 p c | 97 |
| Chesapeake and Ohio | 100 | 8,223,698 | | |
| Delaware Division | 100 | 1,683,350 | 36 | |
| Delaware and Hudson | 100 | 7,500,000 | 7 | 176 |
| Delaware and Raritan | 100 | 2,298,400 | 10 | |
| Erie of Pennsylvania | 50 | 58,000 | | |
| Illinois and Michigan | 50 | 2,500,000 | 6 | 604 |
| Lehigh Navigation | 50 | 1,803,000 | 6 | 49 |
| Monongahela Navigation | 50 | 726,800 | 8 | |
| Morris (consolidated) | 100 | 1,025,000 | 62 $\frac{1}{2}$ | |
| " (preferred) | 100 | 1,175,000 | 10 | 132 |
| North Branch | 100 | | | |
| Sault Ste Marie | 100 | | | |
| Schuylkill Navigation (consolidated) | 50 | 1,932,457 | 19 $\frac{1}{2}$ | |
| " " (preferred) | 50 | 2,722,607 | 34 | |
| Susquehanna and Tide Water | 50 | 2,048,260 | 18 | |
| Union (preferred) | 50 | 2,750,000 | 64 | |
| West Branch and Susquehanna | 100 | 1,000,000 | 6 | 105 |
| Wyoming Valley | 100 | 500,000 | 6 | 78 |
| STEAMSHIP AND TRANSIT: | | | | |
| Central American Transit | | | 36 | |
| Nicaragua Transit | | | 2 $\frac{1}{2}$ | |
| Pacific Mail Steamship | 100 | 4,000,000 | 225 | |
| Union Steamship (Boston) | | | 155 | |
| TELEGRAPH: | | | | |
| American | 100 | 2,000,000 | | |
| Atlantic | | | | |
| EXTRA: | | | | |
| Adams' | 100 | 1,000,000 | | |
| American | 500 | 1,000,000 | | |
| National | 100 | 250,000 | | |
| Overland Mail | 100 | 500,000 | | |
| United States | 100 | 800,000 | | |
| Wells, Fargo & Co. | 100 | 1,000,000 | | |
| TELEGRAPH: | | | | |
| American | 100 | 1,600,000 | | |
| Atlantic | | | | |
| TELEGRAPH STOCKS: | | | | |
| Alta Fire | 50 | 200,000 | | |
| Columbian (Marine) | 100 | 500,000 | | |
| Mercantile Mutual | 100 | 600,000 | | |
| New England Mutual (Life) | | | | |
| Washington (Fire) | 50 | 400,000 | | |
| TRUST: | | | | |
| Farmers' Loan and Trust | 50 | 1,000,000 | | |
| New York Life Insurance & Trust | 100 | 1,000,000 | | |
| United States Trust | 100 | 1,000,000 | | |
| LAND AND IMPROVEMENT: | | | | |
| Boston Water Power | | | 46 | |
| Boston and Roxbury Mill | | | 14 | |
| Canton (Baltimore) | 100 | 5,000,000 | 38 | |
| Cary Improvement | 5 | 300,000 | 10 | |
| East Boston | | | 14 | |
| Essex (Boston) | 100 | 1,000,000 | 16 | |
| Waverly (Boston) | | | 28 | |
| GAS-LIGHT: | | | | |
| Baltimore | 100 | | 8 | |
| Boston | 500 | 1,000,000 | 850 | |
| Brooklyn | 25 | 2,000,000 | | |
| Cincinnati | | | | |
| City (Brooklyn) | | | | |
| Citizens' (Brooklyn) | 20 | | 123 | |
| Hartford | | | | |
| Jersey City and Hoboken | | | | |
| Manhattan, N. Y. (stock) | 50 | 4,000,000 | 245 | |
| " (script) | 37 $\frac{1}{2}$ | | 239 | |
| Maryland (Baltimore) | 25 | | | |
| Metropolitan, N. Y. | 100 | | 132 | |
| New Haven | | | | |
| New York | 50 | 750,000 | | |
| Philadelphia | | | | |
| Pittsburgh | | | | |
| St. Louis | | | | |
| Southwark (Philadelphia) | | | | |
| Williamsburg | 50 | | 151 | |
| UNCLASSIFIED: | | | | |
| American Coal | 25 | 1,500,000 | 93 | |
| American West India | 100 | 1,000,000 | | |
| Baltimore Coal | 100 | | | |
| Baltimore and Cuba Smelting | 100 | | 145 | |
| Central Transportation | | | | |
| Cherry Run Petroleum | 9 | | | |
| Cumberland Coal (preferred) | 100 | 5,000,000 | 50 | |
| George's Creek Coal and Iron | 100 | 1,000,000 | 70 | |
| Gold Mining of Colorado | | | | |
| Hazleton Coal | 50 | | 68 | |
| Hudson River Bridge | 100 | | | |
| Mariposa (gold) | 100 | 10,000,000 | 26 | |
| Metropolitan Coal | 100 | | | |
| New Almaden (quicksilver) | 100 | 1,200,000 | | |
| New Jersey Zinc | 100 | | | |
| Pennsylvania Coal | 50 | 3,200,000 | 175 | |
| Quicksilver | | | | |
| Santa Clara (quicksilver) | | | 49 | |
| Santa Rita (silver, copper, and lead) | | | 7 | |
| Union Zinc | 100 | | | |
| Pennsylvania Coal | | | | |
| Wyandotte (copper) | 100 | 100,000 | | |

| COMPANIES. | Par of Shares. | Amount of Shares. | Dividends. | Market Price. | Par Value of Shares. | Paid on Shares. | Number of Shares. | Dividends last year. | Market price per sh. |
|--------------------------------|----------------|-------------------|------------|------------------|----------------------|-----------------|-------------------|----------------------|----------------------|
| Acton (copper) | | | | 24 | 200,000 | | | 44 | |
| Adventure (copper) | | | | 11 $\frac{1}{2}$ | 26,000 | | | 10 | |
| Albany and Boston (copper) | | | | 10 | | | | | |
| American and Mexican Silver | | | | 20 | | | | 2 | |
| Algoma (copper) | | | | 10 | | | | 5 | |
| Arizona (copper) | | | | 5 | | | | 20 | |
| Aztec (copper) | | | | 5 | | | | 5 | |
| Balt. and N. Carolina (copper) | | | | 20 | | | | 19 $\frac{1}{2}$ | |
| Bay State (copper) | | | | 20 | | | | 52 $\frac{1}{2}$ | |
| Bedford (copper) | | | | 20 | | | | 1 $\frac{1}{2}$ | |
| Black River (copper) | | | | 20 | | | | 20 | |
| Bohemian (copper) | | | | 7 $\frac{1}{2}$ | | | | 9 $\frac{1}{2}$ | |
| Bucks County (lead) | | | | 5 | | | | 14 | |
| Cambridge (copper) | | | | 20 | | | | 10 | |
| Caledonia (copper) | | | | 4 90c. | 20,000 | | | 2 $\frac{1}{2}$ | |
| Canada (copper) | | | | 4 | | | | 4 $\frac{1}{2}$ | |
| Carp Lake (copper) | | | | 20 | | | | 20,000 | |
| Central (copper) | | | | 5 | | | | 56 $\frac{1}{2}$ | |
| Chandiere (copper) | | | | 5 | | | | 3 $\frac{1}{2}$ | |
| Columbian (copper) | | | | 4 $\frac{1}{2}$ | 20,000 | | | 8 | |
| Consolidated (copper) | | | | 5 | | | | 5c. | |
| Copake (iron) | | | | 50,000 | | | | 11 $\frac{1}{2}$ | |
| Copper Falls (copper) | | | | 25 $\frac{1}{2}$ | 20,000 | | | 27 $\frac{1}{2}$ | |
| Dacotah (copper) | | | | 20 | | | | 4 $\frac{1}{2}$ | |
| Dana (copper) | | | | 20 | | | | 20,000 | |
| Dudley (copper) | | | | 20 | | | | 4 $\frac{1}{2}$ | |
| Eagle River (copper) | | | | 20 | | | | 20,000 | |
| Everett (copper) | | | | 20 | | | | 5 | |
| Evergreen Bluff (copper) | | | | 20 | | | | 20,000 | |
| Flint Steel River (copper) | | | | 20 | | | | 9 $\frac{1}{2}$ | |
| Forest City (copper) | | | | 20 | | | | 20,000 | |
| Fort Filmore (silver) | | | | 20 | | | | 50,000 | |
| Franceonia (copper) | | | | 5 | | | | 60,000 | |
| Franklin (copper) | | | | 8 | | | | 49 $\frac{1}{2}$ | |
| French Creek (copper) | | | | 100,000 | | | | 100,000 | |
| Gardiner Hill (copper) | | | | 5 | | | | 80,000 | |
| Grand Portage (copper) | | | | 20 | | | | 20,000 | |
| Great Western (copper) | | | | 5 | | | | 4 $\frac{1}{2}$ | |
| Guilford (copper) | | | | 20 | | | | 30c. | |
| Hamilton (copper) | | | | 20 | | | | 3 | |
| Hancock (copper) | | | | 4 $\frac{1}{2}$ | 20,000 | | | 12 $\frac{1}{2}$ | |
| Hanover (copper) | | | | 20 | | | | 20,000 | |
| Highland (copper) | | | | 20 | | | | 5 $\frac{1}{2}$ | |
| Hilton (copper) | | | | 20 | | | | 20,000 | |
| Humboldt (copper) | | | | 5 | | | | 5 | |
| Huron (copper) | | | | 20 | | | | 20,000 | |
| Indiana (copper) | | | | 5 | | | | 20,000 | |
| Isle Royale (copper) | | | | 16 $\frac{1}{2}$ | 20,000 | | | 26 $\frac{1}{2}$ | |
| Jefferson (copper) | | | | 1 | | | | 200,000 | |
| Kickapoo (copper) | | | | 1 | | | | 20,000 | |
| Knowlton (copper) | | | | 1 | | | | 20,000 | |
| Madison (copper) | | | | 1 | | | | 20,000 | |
| Mandan (copper) | | | | | | | | | |

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST

N. B.—A dash [—] signifies "nil" and leaders [----] "not ascertained."

| PASSENGER RAILROAD COMPANIES | | | | | | | | | | | |
|--|--|----------------------------------|-----------|---------|----------------------------------|-----------------------------|------------------------|---------------|----------------|-----------|---------|
| N. B.—A dash [—] signifies "nil" and leaders [----] "not ascertained." | | | | | | | | | | | |
| Fiscal year ending. | Length completed; equal in single track. | Length in progress or projected. | Equipment | | Companies | Cost of Road and Equipment. | Share Capital paid in. | Indebtedness. | | Earnings. | |
| | | | Cars. | Horses. | | | | Bonded Debt. | Floating Debt. | Gross. | Nett. |
| 30 Nov. '62 | 1.52 | — | — | — | MASSACHUSETTS. | — | — | — | — | — | — |
| 30 Nov. '62 | 4.30 | 134 | 20 | — | Boston and Chelsea. | 140,000 | 140,000 | — | — | 5,600 | 5,600 |
| 30 Nov. '62 | 8.21 | — | — | — | Broadway, Boston. | 118,020 | 69,200 | 750 | 69,580 | 9,225 | 12 |
| 30 Nov. '62 | 6.99 | — | — | — | Cambridge | 602,651 | 445,800 | 150,000 | 74 | 53,622 | 53,622 |
| 30 Nov. '62 | 4.39 | — | — | — | Cliftondale | 95,500 | 70,000 | 25,000 | 3,748 | 626 | 6 |
| 30 Nov. '62 | 0.79 | — | — | — | Dorchester | 155,594 | 120,800 | 5,000 | — | 8,306 | 7,467 |
| 30 Nov. '62 | 0.75 | — | — | — | Dorchester Extension | 12,800 | 12,800 | — | — | 1,024 | 1,024 |
| 30 Nov. '62 | 12.43 | 123 | 23 | — | Dorchester and Roxbury | 25,641 | 11,000 | 7,800 | 7,932 | — | 4 |
| 30 Nov. '62 | 3.51 | — | — | — | Lynn and Boston | 193,310 | 86,000 | 50,000 | 55,547 | 61,935 | 501 |
| 30 Nov. '62 | 3.26 | — | — | — | Malden and Melrose | 60,200 | 200,000 | 73,100 | 66,223 | — | 2 |
| 30 Nov. '62 | 21.17 | 515 | 82 | — | Medford and Charlestown | 34,000 | 22,000 | 12,000 | — | 2,040 | 2,040 |
| 30 Nov. '62 | 6.33 | 290 | 42 | — | Metropolitan (Boston) | 733,955 | 600,000 | — | 108,790 | 300,806 | 6,892 |
| 30 Nov. '62 | 2.87 | — | — | — | Middlesex (Boston) | 461,730 | 355,000 | — | 59,457 | 124,718 | 41,398 |
| 30 Nov. '62 | 2.90 | — | — | — | Newton | 27,451 | 28,000 | — | — | 1,680 | 1,680 |
| 30 Nov. '62 | 2.79 | — | — | — | Quincy | 102,750 | 53,000 | 20,000 | 29,750 | 14,063 | 4,841 |
| 30 Nov. '62 | 2.50 | — | — | — | Somerville | 50,000 | 50,000 | — | — | 2,500 | 2,500 |
| 30 Nov. '62 | 4.48 | 57 | 8 | — | Stoneham street (Boston) | 33,505 | 32,000 | — | — | 1,497 | 500 |
| 30 Nov. '62 | 1.62 | 287 | 50 | — | Suffolk (Boston) | 61,380 | 12,257 | 24,800 | 23,625 | 29,083 | — |
| 30 Nov. '62 | 1.50 | — | — | — | Union (Transportation) | 174,500 | 160,000 | 22,200 | 18,307 | 197,222 | 17,078 |
| 30 Nov. '62 | 2.64 | — | — | — | West Cambridge | 12,850 | 12,850 | — | 120 | 771 | 6 |
| 30 Nov. '62 | 3.88 | — | — | — | West Roxbury | — | — | — | — | — | — |
| 31 Dec. '62 | 1.1 | 11 | 3 | — | Winnisimmet | 62,152 | 62,200 | — | 4,798 | 3,750 | 3,750 |
| 31 Dec. '62 | — | — | — | — | Worcester | 60,000 | — | — | — | — | — |
| 31 Dec. '62 | — | — | — | — | CONNECTICUT. | — | — | — | — | — | — |
| 31 Dec. '62 | — | — | — | — | Hartford City | 30,000 | 30,000 | — | — | — | — |
| 31 Dec. '62 | — | — | — | — | NEW YORK. | — | — | — | — | — | — |
| 30 Sep. '62 | — | — | — | — | Avenue D (New York City) | 230,030 | 200,000 | 27,500 | 324 | 52,327 | 14,015 |
| 30 Sep. '62 | 10.76 | — | — | — | Broadway (Brooklyn) | — | — | — | — | — | 100 |
| 30 Sep. '62 | 6.50 | — | — | — | Brooklyn, Bath & Coney Is'd | 1,505 | 1,505 | — | — | — | — |
| 30 Sep. '62 | 24.01 | 6 | — | — | Brooklyn Central & Jamaica | 794,912 | 492,150 | 252,100 | 61,967 | 127,843 | 10,868 |
| 30 Sep. '62 | 56.11 | 130 | 29 | — | Brooklyn City | 1,332,506 | 1,000,000 | 170,000 | 10,000 | 491,629 | 118,380 |
| 30 Sep. '62 | 10.50 | 8.50 | 23 | 2 | Brooklyn City and Newtown | 267,628 | 346,000 | 146,000 | 8,000 | 30,944 | 2,759 |
| 30 Sep. '62 | 2.50 | — | — | — | Brooklyn City & Ridgewood | 51,323 | 53,500 | — | — | — | — |
| 30 Sep. '62 | — | — | — | — | Buffalo Street | — | — | — | — | — | — |
| 30 Sep. '62 | — | — | — | — | Central City (Syracuse) | — | — | — | — | — | — |
| 30 Sep. '62 | — | — | — | — | Cent'l Pk, N. & E. Riv. (N. Y.) | 454,554 | 359,020 | 101,000 | 7,689 | — | — |
| 30 Sep. '62 | 17.25 | — | — | — | Coney Island and Brooklyn | 501,364 | 493,800 | 7,000 | 2,717 | 21,457 | 6,874 |
| 30 Sep. '62 | 6.00 | — | — | — | East & North River (N. Y.) | 650 | 650 | — | — | — | 100 |
| 30 Sep. '62 | 12.67 | 3.67 | — | — | Eighth Avenue (N. Y.) | 938,365 | 800,000 | — | 25,000 | 369,985 | 121,565 |
| 30 Sep. '62 | 4.52 | — | — | — | Fourteenth Street (N. Y.) | — | — | — | — | — | 8 |
| 30 Sep. '62 | 4.63 | — | — | — | Grand St. & Newtown (Wg) | — | — | — | — | — | — |
| 30 Sep. '62 | — | — | — | — | Harlem Br. Moris'a & Ford'm | — | — | — | — | — | — |
| 30 Sep. '62 | — | — | — | — | Main & Ohio St. (Buffalo) | — | — | — | — | — | — |
| 30 Sep. '62 | 10.00 | 16.00 | 42 | — | Niagara Street (Buffalo) | 413,948 | 795,360 | 22,000 | — | 89,498 | 19,450 |
| 30 Sep. '62 | — | — | — | — | N. Riv. & Wall st. Ferry (N. Y.) | — | — | — | — | — | — |
| 30 Sep. '62 | — | — | — | — | Port Morris & Westchester | 1,200 | 1,200 | — | — | — | — |
| 30 Sep. '62 | — | — | — | — | Rochester City & Brighton | — | 1,700 | — | — | — | — |
| 30 Sep. '62 | 16.00 | — | — | — | Second Avenue (N. Y.) | 1,101,873 | 650,000 | 450,000 | 42,500 | 243,066 | 61,499 |
| 30 Sep. '62 | 8.37 | 533 | 59 | 30 | Seventh Avenue (N. Y.) | 1,089,817 | 750,000 | 25,000 | — | 358,032 | 88,184 |
| 30 Sep. '62 | — | — | — | — | Tenth Av & 32d st. (N. Y.) | — | — | — | — | — | 100 |
| 30 Sep. '62 | 16.50 | — | 109 | 3 | Third Avenue (N. Y.) | 1,757,029 | 1,170,000 | 400,000 | — | 580,736 | 211,939 |
| 30 Sep. '62 | — | — | — | — | Troy and Lansingburg | — | — | — | — | — | — |
| 30 Sep. '62 | — | — | — | — | Utica City | — | 1,430 | — | — | — | — |
| 30 Sep. '62 | — | — | — | — | V. Brunt & Eric Bas (Buff.) | 298 | 330 | — | — | — | — |
| 31 Dec. '62 | 5.32 | — | 7 | — | NEW JERSEY. | — | — | — | — | — | — |
| 31 Dec. '62 | 5.05 | 2.50 | 8 | — | Hoboken and Hudson City | 32,000 | 30,000 | — | 2,000 | — | — |
| 31 Dec. '62 | 10.47 | — | — | — | Hoboken and Weehawken | 134,400 | 70,000 | 60,000 | — | 17,228 | 9,986 |
| 31 Dec. '62 | 4.20 | — | — | — | Jersey City & Bergen Point | — | — | — | — | — | 3 |
| 31 Dec. '62 | 5.80 | — | 8 | — | Orange and Newark | — | — | — | — | — | — |
| 31 Dec. '62 | — | — | — | — | West Hoboken & Hoboken | 100,000 | 40,000 | 60,000 | — | — | — |
| 31 Dec. '62 | — | — | — | — | PENNSYLVANIA. | — | — | — | — | — | — |
| 31 Oct. '62 | 7.89 | 120 | 22 | 1 | Chestnut & Walnut (Phila.) | 235,000 | 100,000 | 135,000 | — | 124,521 | 78,853 |
| 31 Oct. '62 | 8.13 | 122 | 13 | 8 | Citizens' (Pittsburg) | 135,044 | 80,000 | 47,800 | 3,991 | 84,440 | 47,180 |
| 31 Oct. '62 | 4.12 | 16 | 5 | — | Delaware County | 31,000 | 24,030 | 6,500 | 1,850 | 4,858 | 172 |
| 31 Oct. '62 | 4.38 | 117 | 24 | — | Fairmount & Arch st. (Phila.) | 196,845 | 200,000 | — | — | 62,052 | 16,534 |
| 31 Oct. '62 | 16.73 | 267 | 45 | 6 | Frankford & Southw'k (Ph.) | 668,520 | 442,045 | 200,000 | — | 172,935 | 59,743 |
| 31 Oct. '62 | 24.23 | 184 | 35 | — | Germantown | 229,913 | 112,245 | 250,000 | 1,000 | 106,792 | 35,431 |
| 31 Oct. '62 | 8.16 | 116 | 25 | — | Girard College (Phila.) | 150,041 | 160,000 | — | — | 62,862 | 19,715 |
| 31 Oct. '62 | 8.73 | 187 | 40 | 4 | Green & Coates st. (Phila.) | 219,787 | 150,000 | 82,000 | — | 108,653 | 31,990 |
| 31 Oct. '62 | 11.00 | — | — | — | Hestonv, Mantua & Fairmount | 100,000 | 60,000 | 40,000 | — | — | 14 |
| 31 Oct. '62 | 11.17 | — | — | — | Lombard & South st. (Phila.) | — | — | — | — | — | — |
| 31 Oct. '62 | 10.57 | 0.52 | 57 | 10 | North Philadelphia | 360,000 | 200,000 | 100,000 | — | — | — |
| 31 Oct. '62 | 7.04 | — | — | — | Philadelphia and Darby | 88,983 | 99,439 | 17,000 | 500 | 22,241 | 4,606 |
| 31 Oct. '62 | 4.51 | 63 | 9 | — | Pittsb., Alleghany & Manch'r | 76,559 | 49,500 | 25,000 | 2,127 | 33,541 | 7,252 |
| 31 Oct. '62 | 12.00 | 69 | 19 | — | Pittsburg and Birmingham | 63,295 | 37,475 | 22,000 | 3,329 | 34,377 | 2,498 |
| 31 Oct. '62 | 6.16 | 126 | 19 | — | Pittsburg and East Liberty | 200,000 | 200,000 | 100,000 | 26,000 | 29,653 | 2,422 |
| 31 Oct. '62 | 5.20 | — | — | — | Race and Vine (Fairmount) | 180,000 | 180,000 | — | — | — | — |
| 31 Oct. '62 | 7.78 | 56 | 10 | — | Richmond & Schuykill (Ph.) | 130,000 | 100,000 | 30,000 | — | — | — |
| 31 Oct. '62 | 19.46 | 378 | 60 | 9 | Ridge Avenue & Manyunk | 170,582 | 118,000 | 50,000 | — | 28,987 | 12,296 |
| 31 Oct. '62 | 5.53 | 46 | 12 | 17 | Second & Third st. (Phila.) | 463,198 | 203,757 | 175,800 | 1,037 | 286,896 | 131,645 |
| 31 Oct. '62 | 8.35 | — | 17 | 12 | 17th & 19th st. (Phila.) | 113,000 | 120,000 | — | 15,000 | 38,919 | 24,322 |
| 31 Oct. '62 | 7.65 | 151 | 70 | 39 | Spruce & Pine (Phila. & Gr's F.) | 173,019 | 159,312 | 15,500 | — | 70,223 | 25,740 |
| 31 Oct. '62 | 6.25 | 123 | 16 | 10 | 10th & 11th st. (Citizens') | 168,443 | 192,750 | — | 9,000 | 98,379 | 38,607 |
| 31 Oct. '62 | 9.31 | 228 | 44 | 1 | 13th & 15th st. (Phila.) | 100,000 | 100,000 | — | — | 68,510 | 21,766 |
| 31 Dec. '62 | 21.00 | 340 | 50 | — | West Philadelphia | 270,563 | 189,100 | 100,000 | 4,000 | 128,177 | 28,881 |
| 31 Dec. '62 | — | — | — | — | BALTIMORE CITY | 700,000 | 670,000 | — | 31,548 | 239,050 | 21,058 |
| 31 Dec. '62 | — | — | — | — | OHIO. | — | — | — | — | — | — |
| 31 Dec. '62 | 5.00 | — | — | — | Cincinnati Street | 151,913 | 150,000 | — | — | — | — |
| 31 Dec. '62 | 5.00 | — | — | — | City (Cinc.) Passenger | 111,412 | 100,000 | — | — | — | — |
| 31 Dec. '62 | 3.81 | — | — | — | Passenger (Cinc.) | 69,837 | 50,000 | — | — | — | — |
| 31 Dec. '62 | 3.03 | — | — | — | Pendleton & S. st. Mart (Cinc.) | 70,000 | 50,000 | — | — | — | — |
| 31 Dec. '62 | — | — | — | — | MISSOURI. | — | — | — | — | — | — |
| 31 Nov. '62 | 8.29 | — | — | — | Citizens' (St. Louis) | 117,437 | 100,000 | — | — | — | — |
| 31 Nov. '62 | 3.33 | — | — | — | Missouri (St. Louis) | 76,674 | 70,000 | — | — | — | — |
| 31 Nov. '62 | 4.48 | — | — | — | People's (St. Louis) | 83,975 | 70,000 | — | — | — | — |
| 31 Nov. '62 | 10.20 | — | — | — | St. Louis | 100,000 | 90,000 | — | — | — | — |

PASSENGER RAILROAD BONDS

| DESCRIPTION. | Amount out- standing. | INTEREST Rate. | Principal payable. | Market Price. |
|---|-----------------------------|-------------------------------|-----------------------|------------------|
| Broadway [Brooklyn]: Real Estate Mortgage | \$ 27,500 | 7 pc Montha 7 J. & J. Var. | | p. c. |
| Brooklyn Centr. & Jamaica: 1st Mortgage | 252,100 | 7 J. & D. | 1870 | |
| Brooklyn City 1st Mortgage | 170,000 | 7 J. & J. | 1872 | |
| Brooklyn City & Newtown: 1st Mortgage | 146,000 | 7 J. & J. | 1872 | |
| Cambridge: 1st Mortgage | 160,000 | 6 J. & J. | 1881 | 1004 |
| Central Park, East & North River: 1st Mortgage | 101,000 | 7 J. & J. | 1874 | |
| Citizens [Pittsburg]: 1st Mortgage | 47,800 | 7 J. & J. | 1870 | |
| Cliftondale: 1st Mortgage | 25,000 | 6 J. & J. | 1871 | |
| Coney Island and Brooklyn: 1st Mortgage | 7,000 | 7 J. & J. | 1873 | |
| Delaware County: 1st Mortgage | 6,500 | 7 | | |
| Dorchester: Real Estate Mortgage | 5,000 | 6 | | |
| Dorchester and Roxbury: 1st Mortgage | 7,800 | 6 J. & J. | | |
| Frankford and Southwark: 1st Mortgage | 200,000 | 7 J. & J. | 1869 | 105 |
| Germantown: 1st Mortgage | 250,000 | 7 J. & J. | 1869 | |
| Green and Coates St: 1st Mortgage | 82,000 | 7 J. & J. | 1870 | |
| Hestonville, Mantua & Fair- mount: 1st Mortgage | 40,000 | 7 J. & J. | 1869 | |
| Hoboken and Weehawken: 1st Mortgage | 60,000 | 7 M. & S. | 1872 | |
| Lynn and Boston: 1st Mortgage [road] | 50,000 | 6 M. & S. | 71-72 | |
| 1st Mortgage [equipment] | 40,000 | 6 | | |
| Malden and Melrose: 1st Mortgage guaranteed | 60,000 | 6 | | 1880 |
| Medford and Charlestown: 1st Mort. [Winter St. Br.]. | 12,000 | 6 | | |
| Metropolitan: 1st Mortgage | 36,625 | 6 | | |
| Real Estate Mortgage | 6 | | | |
| Middlesex: Malden & Melrose bonds. | 60,000 | 6 | | 1870 |
| Real Estate | 6,210 | | | |
| Ninth Avenue: 1st Mortgage | 22,000 | 7 | | |
| North Philadelphia: 1st Mortgage | 100,000 | 7 J. & J. | 1869 | |
| Philadelphia City: 1st Mortgage | 135,000 | 6 J. & J. | 1870 | |
| Philadelphia and Darby: 1st Mortgage | 17,000 | 7 J. & J. | 1870 | |
| Philadelphia and Gray's Ferry: 1st Mortgage | 15,500 | 7 J. & J. | 1869 | |
| Pittsburg, Allegheny and Manchester: 1st Mortgage | 25,000 | 7 J. & J. | 1871 | |
| Pittsburg & Birmingham: 1st Mortgage | 22,000 | 7 J. & J. | 1870 | |
| Pittsburg & East Liberty: 1st Mortgage | 100,000 | 7 J. & J. | 1871 | |
| Quincy: Plain bonds | 20,000 | 6 M. & S. | 1868 | |
| Richmond and Schuylkill: 1st Mortgage | 30,000 | 7 J. & J. | 1870 | |
| Second Avenue: 1st Mortgage | 450,000 | 7 J. & D. | 1867 | |
| Second and Third Street: 1st Mortgage | 125,000 | 7 J. & J. | 1868 | |
| 2d Mortgage | 50,800 | 7 J. & J. | 1869 | |
| Sixth Avenue: 1st Mortgage | 25,000 | 7 J. & J. | 1875 | |
| Suffolk: 1st Mortgage | 25,500 | 6 M. & S. | 1872 | |
| Third Avenue: 1st Mortgage | 340,000 | 7 J. & J. | 1870 | |
| Real Estate bonds | 80,000 | | | |
| Union: Real Estate Mortgage | 22,200 | 6 J. & D. | 1868 | |
| West Hoboken & Hoboken: 1st Mortgage | 60,000 | 7 M. & N. | 1873 | |
| West Philadelphia: 1st Mortgage | 100,000 | 7 J. & J. | 1860 | |

FEDERAL AND STATE SECURITIES.

| DESCRIPTION OF SECURITIES. | Amounts outstanding. | Interest | | | | DESCRIPTION OF SECURITIES. | Amounts outstanding. | Interest | | | |
|--|----------------------|----------|--------------------|--------------|---------------------------------------|--|----------------------|--------------|---------------|------------|--------------|
| | | Rate. | Periods. | When D. E. | Market Price | | | Rate. | Periods. | When D. E. | Market Price |
| UNITED STATES LOANS. | | | | | | Massachusetts—Union Fund Loan—coupon | 3,000,000 | 6 | Jan. & July. | 71-'76 | |
| Loan of June 25, 1847—registered | \$9,415,250 | 6 | Jan. & July. | 1867 | 105 | “ — “ — “ ” — “ ” | 600,000 | 5 | “ ” — “ ” | 77-'78 | 117 |
| “ “ “ coupon | | 6 | “ ” | 1867 | — | — Bounty Fund Loan — “ ” | 500,000 | 5 | May & Nov. | 1893 | 108 |
| Loan of Dec 31, 1848—registered | 8,900,342 | 6 | “ ” | 1868 | 106 | — Coast Defence Loan — “ ” | 1,000,000 | 5 | “ ” | 1883 | 108 |
| “ “ “ coupon | | 6 | “ ” | 1865 | 120 | — Back Bay Loan — “ ” | 168,000 | 5 | “ ” | 1880 | |
| Texas Indemnity, of Sep. 9, 1850—coupon | 3,461,000 | 5 | “ ” | 1874 | 98 | Michigan—Renewal Loan—coupon | 216,000 | 6 | Jan. & July. | 1878 | 100 |
| Loan of June 14, 1858—registered | 20,000,000 | 5 | “ ” | 1874 | 100 | — Canal Loan—(sinking fd) | 100,000 | 6 | “ ” | 1879 | |
| “ “ “ coupon | | 5 | “ ” | 1874 | 96 | — War Loan—(“ ”) — “ ” | 567,000 | 7 | “ ” | 1886 | 104 |
| Loan of June 22, 1860—registered | 7,022,000 | 5 | “ ” | 1871 | 95 | — Redemption Fn (“ ”) — “ ” | 2,000,000 | 6 | “ ” | 1883 | 98 |
| “ “ “ coupon | | 6 | “ ” | 1881 | 101 | Minnesota—State bonds—coupon | 250,000 | 8 | Jan. & July. | 1867 | 105 |
| Oregon War Debt of June, 1861—coupon | 1,028,000 | 6 | Yearly. | 1881 | 105 | “ — “ (Indian war) — “ ” | 100,000 | 7 | “ ” | 1871 | |
| Loan of Feb. 8, 1861—registered | 10,415,000 | 6 | Jan. & July. | 1881 | 105 | — (Railroads) — “ ” | 2,275,000 | 7 | “ ” | 1883 | |
| “ “ “ coupon | | 6 | “ ” | 1881 | — | Mississippi—State bonds (Banks)—coupon | 2,000,000 | 6 | — | 41-'71 | |
| Loan of July 17, 1861—registered | 50,000,000 | 6 | “ ” | 1881 | — | Missouri—Bank Stock Loan of 1857— | 63,000 | 5 | Jan. & July. | 1863 | |
| “ “ “ coupon | | 6 | “ ” | 1881 | — | “ — “ ” — “ ” | 199,000 | 6 | “ ” | 1863 | |
| Loan of Feb. 25, 1862 (5-20s)—registered | 40,230,000 | 6 | May & Nov. | 1882 | 100 | — Capitol Loan of 1857— | 100,000 | 6 | April & Oct. | 1868 | |
| “ “ “ (5-20s) — coupon | | 6 | “ ” | 1882 | 103 | — Renewal Loan of 1853— | 40,000 | 6 | Jan. & July. | 1863 | |
| Treasury Notes of Feb. & Aug. 1861—coupon | 52,931,000 | 7.3 | Feb. & Ang. | 1864 | 107 | — R. R. Loans: Pacific R. R.—coupon | 7,000,000 | 6 | “ ” | 1883 | |
| Treasury Notes of 1863 (legal tender, 5-20s)— | 36,982,500 | 7.3 | April & Oct. | 1864 | 107 | — S. W. Branch— | 4,600,000 | 6 | “ ” | 72-'88 | 67 |
| Treasury Notes of 1861 & 1862 (customs)— | 50,000,000 | 5 | “ ” | 1865 | — H. & St. Joseph— | 3,000,000 | 6 | “ ” | 73-'87 | 87 | |
| Certificates of Deposit— | 717,141 | d'm'd. | “ ” | — | — N. Missouri— | 4,350,000 | 6 | “ ” | 72-'87 | | |
| “ ” | 28,059,295 | 4 | On red'mp'n | 10 d's. | — Iron Mountain— | 3,501,000 | 6 | “ ” | 73-'89 | | |
| Certificates of Deposit— | 70,814,639 | 5 | “ ” | notice | — C. & Fulton— | 650,000 | 6 | “ ” | 77-'89 | | |
| Certificates of Indebtedness—(coin)— | 157,093,241 | 6 | “ ” | 1 year | — Platte Co.— | 700,000 | 6 | “ ” | 1859 | | |
| “ ” (currency) | | 6 | “ ” | 1 year | — Revenue bonds — “ ” | 431,000 | 9 | June & Dec. | 64-'66 | | |
| [N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except for customs) payable for all public dues.] | | | | | — State Defense warrants — “ ” | 780,000 | — | | | | |
| STATE LOANS. | | | | | — Notes — “ ” | 585,100 | 6 | Feb. & Aug. | 1876 | 107 | |
| Alabama—State bonds—coupon | 3,423,000 | 5 | Jan. & July. | 1877 | — | 200,000 | 6 | — | | | |
| Arkansas—State bonds (R. E. B'k)—coupon | 899,000 | 6 | No interest | 1868 | — | 95,000 | 6 | Jan. & July. | Var. | | |
| “ — “ (B'k of State)— | 610,000 | 6 | paid for | 1868 | — | 581,820 | 6 | “ ” | 66-'71 | | |
| “ — “ (“) — “ ” | 38,000 | 5 | many yrs | 1868 | — | 200,000 | 6 | “ ” | 1871 | | |
| California—Civil bonds of 1857—coupon | 3,727,500 | 7 | Jan. & July. | 1878 | 124 | New York—General Fd: Astor Debt— | 561,500 | 5 | Jan. & July. | pleas. | |
| “ — “ 1860— | 198,500 | 7 | “ ” | 1880 | — | 348,107 | 5 | “ ” | 1875 | | |
| “ — War bonds— | 610,004 | 7 | “ ” | 1872 | — | 900,000 | 5 | “ ” | 1868 | | |
| Connecticut—War Fund bonds—coupon | 2,000,000 | 6 | Jan. & July. | 71-'72 | — | 442,961 | 5 | May & Nov. | 1868 | 107 | |
| “ — “ “ “ ” — “ ” | | 6 | “ ” | 81-'82 | 107 | — Deficiency Loans— | 1,189,781 | 6 | Jan. & July. | pleas. | |
| Florida—State bonds—coupon | 143,000 | 7 | “ ” | 1883 | — | 1,300,000 | 6 | “ ” | 68-'78 | 115 | |
| Georgia—State bonds—coupon | 72,010 | 5 | Jan. & July. | 1872 | — | 700,000 | 7 | “ ” | 1870 | 113 | |
| “ — “ (R. R. & B'k) — “ ” | 2,073,750 | 6 | “ ” | 63-'80 | 70 | New York—Comptroller's B'nds— | 28,698 | 5 | — | d'm'd. | |
| “ — “ (R. R.) — “ ” | 525,000 | 7 | “ ” | 62-'72 | — | 11,060 | 6 | — | d'm'd. | | |
| Illinois—New Int. Impr. stock—inscribed | 1,970,967 | 6 | Jan. & July. | 1870 | 103 | — | 14,230 | 6 | — | d'm'd. | |
| “ — “ “ bonds— | 1,322,085 | 6 | “ ” | 1877 | 103 | Railroad Loans— | 421,000 | 6 | Jan. & July. | 65-'87 | |
| “ — Interest stock— | 737,222 | 6 | “ ” | 1860 | 105 | — | 287,700 | 4½ | J. A. J. & O. | 1864 | |
| “ — Refunded stock— | 2,187,000 | 6 | “ ” | 63-'80 | 104 | — | 68,000 | 5 | Feb. & Aug. | 1876 | |
| “ — War bonds— | 2,000,000 | 6 | “ ” | 1879 | 99 | — | 28,000 | 5 | J. A. J. & O. | 1865 | |
| “ — Canal bonds (sterling)— | 1,778,423 | 6 | “ ” | 1870 | 100 | — | 320,000 | 5 | Jan. & July. | 1865 | |
| “ — “ (dollar) — “ ” | 1,989,397 | 6 | “ ” | 1870 | 105 | — Canal Fund Loans— | 6,622,274 | 5 | “ ” | 63-'74 | |
| Indiana—State stock—registered | 5,325,500 | 5 | Jan. & July. | 1880 | 81 | — | 15,882,026 | 6 | “ ” | 64-'76 | 115 |
| “ — “ “ ” — “ ” | 2,058,173 | 2½ | “ ” | 1886 | 82 | North Carolina—State bonds—coupon | 9,129,005 | 6 | Various | Var. | 50 |
| “ — State Int. Imp. bond (not adjusted) | 391,000 | d'm'd. | “ ” | — | Omo—State bonds (foreign debt)—coupon | 1,015,000 | 6 | Jan. & July. | 1860 | | |
| “ — State War Loan bonds— | 1,371,780 | 6 | May & Nov. | 1881 | 96 | — | 379,866 | 6 | “ ” | 1868 | 95 |
| “ — Canal Preferred stock— | 4,019,500 | 5 | Jan. & July. | 1874 | 87 | — | 2,183,532 | 6 | “ ” | 1870 | 103 |
| “ — special stock— | 1,218,737 | 5 | “ ” | — | — | 1,600,000 | 6 | “ ” | 1875 | 104 | |
| “ — Deferred stock— | 1,213,000 | 5 | “ ” | — | — | 4,095,300 | 6 | “ ” | 1881 | 103 | |
| “ — special stock— | 479,545 | 5 | “ ” | — | — | 2,400,000 | 6 | “ ” | 1886 | 108 | |
| Iowa—State stocks—coupon | 216,000 | 7 | Jan. & July | 1868 | 82 | — (domestic debt)— | 275,385 | 6 | “ ” | 1863 | 108 |
| “ — “ (war loan) — “ ” | 800,000 | 7 | “ ” | 81-'82 | — | — (war loan)—coupon | 299,704 | 6 | “ ” | 1866 | |
| “ — bonds to School Fund— | 122,295 | 10 | Annually. | — | — | — | 320,969 | 6 | “ ” | 1868 | |
| Kansas—State bonds (sinking fund)—coupon | 146,000 | 7 | Jan. & July. | 1876 | — | Texas—Irreducible debt (school funds, etc) — | 2,920,403 | 6 | Yearly. | — | |
| “ — “ “ (domestic) — “ ” | 54,000 | 7 | May & Nov. | 1878 | — | 55,372 | 4½ | April & Oct. | due. | | |
| Kentucky—State bonds—coupon | 65,000 | 6 | July. | 1883 | — | 131,200 | 5 | Jan. & July. | due. | 95 | |
| “ — “ “ (bank) — “ ” | 600,000 | 5 | Jan. & July. | 1891 | — | 10,780,095 | 5 | Feb. & Aug. | due. | | |
| “ — “ “ (war loan) — “ ” | 67,500 | 6 | “ ” | 91-'96 | — | 3,886,070 | 5 | Mar. & Sept. | due. | 108 | |
| Louisiana—State bonds (R. R. etc.)—coupon | 516,130 | d'm'd. | “ ” | 190 | — | 3,690,814 | 5 | June & Dec. | due. | | |
| “ — “ “ (R. R. etc.) — “ ” | 3,902,000 | 6 | “ ” | 97-'99 | — | 3,241,898 | 5 | — | | | |
| “ — “ “ (banks) — “ ” | 6,398,533 | 6 | “ ” | — | — | 210,263 | 6 | Feb. & Aug. | due. | 106 | |
| “ — “ “ (war loan) — “ ” | 670,000 | 6 | “ ” | — | — | 200,000 | 4½ | Jan. & July. | 1882 | | |
| Maine—State bonds—coupon | 1,000,000 | 6 | Mar. & Sept. | 63-'77 | 108 | — | 1,177,590 | 5 | “ ” | 1864 | |
| “ — “ “ (war loan) — “ ” | 1,000,000 | 6 | Jan. & July. | 81-'83 | 105 | — | 6,752,029 | 5 | Feb. & Aug. | 1864 | |
| Maryland—State bonds (st'l'g conv.)—coupon | 816,070 | 5 | “ ” | 1865 | — | 1,045,829 | 5 | June & Dec. | 1864 | | |
| “ — “ “ (st'l'g conv.) — “ ” | 200,376 | 5 | “ ” | 1865 | — | 1,558,673 | 5 | Jan. & July. | 1865 | | |
| “ — “ “ (st'l'g conv.) — “ ” | 5,585,555 | 5 | “ ” | 80-'90 | 106 | — | 2,277,756 | 5 | “ ” | 1863 | |
| “ — “ “ (dollar) — inscribed | 500,000 | 3 | “ ” | 89-'90 | 108 | — | 1,766,214 | 5 | “ ” | 1870 | 100 |
| “ — “ “ () — “ ” | 10,000 | 4½ | Chiefly quarterly. | 1888 | — | 4,860,000 | 5 | Feb. & Aug. | 1877 | 103 | |
| “ — “ “ () — “ ” | 767,660 | 5 | “ ” | 42-'58 | — | 428,000 | 5 | “ ” | 1878 | | |
| “ — “ “ () — “ ” | 399,408 | 5 | “ ” | 1880 | — | 400,000 | 6 | April & Oct. | 1879 | | |
| “ — “ “ () — “ ” | 148,711 | 5 | “ ” | 89-'90 | — | 650,000 | 5 | Jan. & July. | 1882 | | |
| “ — “ “ () — “ ” | 3,000,000 | 6 | “ ” | 1870 | — | 300,987 | 6 | — | | | |
| “ — “ “ () — “ ” | 35,000 | 6 | “ ” | 1885 | — | 97,360 | 6 | — | | | |
| “ — “ “ () — “ ” | 603,333 | 6 | “ ” | 89-'90 | 114 | — | 3,000,000 | 6 | Feb. & Aug. | 1871 | |
| Massachusetts—State b'ds (Western R. R.) stg. | 3,995,555 | 6 | April & Oct. | 68-'71 | 108 | — | 2,000,000 | 6 | Feb. & Aug. | 1882 | |
| “ — “ “ (CT. & G.R.R.) — “ ” | 503,330 | 6 | “ ” | 88-'90 | — | — | 484,444 | 5 | “ ” | 1868 | |
| “ — “ “ () — “ ” | 416,500 | 6 | “ ” | 90-'91 | 121 | — | 1,708,017 | 6 | “ ” | 68-'90 | |
| “ — “ “ (East'rn R. R.) — “ ” | 300,000 | 5 | “ ” | 1898 | 108 | — | 1,310,000 | 6 | “ ” | 1877 | 50 |
| “ — “ “ (N. & W. R. R.) — “ ” | 600,000 | 6 | Jan. & July. | 65-'71 | — | — | 2,063,666 | 5 | “ ” | 1882 | 57 |
| “ — “ “ (Cons. St. sc.) — “ ” | 400,000 | 6 | “ ” | 1870 | — | — | 12,799,000 | 6 | “ ” | 1889 | 58 |
| “ — “ “ (Buildings sc.) — “ ” | 200,000 | 6 | “ ” | 1870 | — | — | 608,000 | 5 | “ ” | 1890 | |
| “ — “ “ (Buildings sc.) — “ ” | 345,000 | 5 | “ ” | June & Dec. | 68-'72 | — | 48,000 | 6 | “ ” | 1890 | |
| “ — “ “ (Buildings sc.) — “ ” | 200,000 | 5 | “ ” | May & Nov. | 65-'72 | — | — | — | “ ” | 1890 | |
| “ — “ “ (Buildings sc.) — “ ” | 94,000 | 5 | “ ” | Jan. & July. | 1874 | — | — | — | “ ” | 1892 | |
| “ — “ “ (Buildings sc.) — “ ” | 200,000 | 6 | “ ” | 64-'66 | — | — | — | — | “ ” | 1892 | |
| “ — “ “ (Buildings sc.) — “ ” | 247,000 | 6 | “ ” | 64-'66 | — | — | — | — | “ ” | 1892 | |
| “ — “ “ (Buildings sc.) — “ ” | 52,000 | 5 | “ ” | 65-'72 | — | — | — | — | “ ” | 1892 | |
| “ — “ “ (script) — “ ” | | | | | | — | — | — | — | “ ” | |
| “ — “ “ (script) — “ ” | | | | | | — | —</ | | | | |

RAILROAD EARNINGS—MONTHLY.

| Chicago, Burlington and Quincy: | January. | February. | March. | April. | May. | June. | July. | August. | September. | October. | November. | December. | Total. |
|-------------------------------------|----------|-----------|---------|---------|---------|---------|---------|---------|------------|----------|-----------|-----------|------------|
| 1860 | 104,802 | 111,889 | 159,183 | 178,465 | 229,081 | 165,813 | 154,723 | 230,022 | 225,898 | 241,984 | 188,566 | 117,807 | 2,075,309 |
| 1861 | 149,068 | 115,525 | 158,007 | 131,814 | 169,100 | 149,186 | 169,466 | 188,478 | 224,225 | 226,009 | 210,494 | 179,626 | 2,070,906 |
| 1862 | 187,772 | 110,054 | 151,170 | 159,056 | 182,585 | 225,082 | 220,211 | 212,812 | 270,816 | 304,943 | 252,934 | 229,789 | 2,557,324 |
| 1863 | 242,729 | 204,537 | 260,209 | 306,697 | 329,900 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Chicago and Alton: | January. | February. | March. | April. | May. | June. | July. | August. | September. | October. | November. | December. | Total. |
| 1860 | 55,734 | 55,123 | 74,600 | 63,995 | 86,311 | 76,426 | 81,453 | 103,635 | 94,928 | 107,758 | 73,751 | 64,937 | 935,641 |
| 1861 | 81,551 | 75,621 | 78,261 | 65,358 | 75,250 | 63,781 | 73,474 | 136,897 | 141,174 | 122,487 | 104,284 | 80,206 | 1,008,464 |
| 1862 | 73,169 | 96,591 | 110,935 | 72,198 | 81,994 | 90,625 | 96,594 | 128,191 | 132,639 | 119,409 | 115,201 | 111,965 | 1,226,001 |
| 1863 | 96,306 | 107,443 | 106,816 | 127,205 | 140,107 | 154,617 | 162,226 | 167,966 | 188,939 | 185,591 | ----- | ----- | ----- |
| Chicago and Rock Island: | January. | February. | March. | April. | May. | June. | July. | August. | September. | October. | November. | December. | Total. |
| 1859 | 60,058 | 55,497 | 68,116 | 71,792 | 73,578 | 72,392 | 67,076 | 87,233 | 120,053 | 126,090 | 100,440 | 82,262 | 664,577 |
| 1860 | 72,824 | 66,703 | 77,408 | 89,170 | 104,272 | 100,403 | 82,895 | 139,049 | 134,500 | 145,839 | 92,873 | 75,457 | 1,151,008 |
| 1861 | 83,030 | 63,975 | 77,007 | 76,609 | 102,163 | 90,621 | 88,410 | 130,542 | 154,084 | 152,537 | 123,319 | 118,763 | 1,261,050 |
| 1862 | 120,776 | 90,607 | 76,678 | 76,459 | 102,233 | 133,373 | 119,947 | 117,086 | 146,268 | 161,603 | 138,795 | 135,596 | 1,428,488 |
| 1863 | 140,024 | 130,225 | 123,512 | 127,507 | 144,995 | 171,766 | 139,863 | 151,865 | 209,391 | 208,659 | 191,739 | 192,856 | 1,930,052 |
| Chicago and Northwestern: | January. | February. | March. | April. | May. | June. | July. | August. | September. | October. | November. | December. | Total. |
| 1859 | 18,569 | 19,535 | 22,970 | 25,881 | 28,201 | 28,066 | 24,826 | 25,536 | 51,340 | 55,831 | 55,008 | 42,101 | 400,459 |
| 1860 | 32,192 | 23,408 | 46,246 | 48,919 | 62,392 | 45,955 | 39,500 | 49,571 | 80,819 | 108,737 | 74,331 | 62,554 | 676,754 |
| 1861 | 48,325 | 48,651 | 59,920 | 60,410 | 84,891 | 83,229 | 76,897 | 60,527 | 87,167 | 105,148 | 81,296 | 55,199 | 855,058 |
| 1862 | 46,605 | 49,103 | 59,249 | 54,725 | 84,706 | 104,815 | 95,340 | 71,306 | 104,094 | 124,787 | 108,956 | 90,991 | 994,677 |
| 1863 | 69,091 | 81,160 | 92,483 | 100,904 | 107,866 | 124,283 | 115,861 | 106,491 | 172,072 | 210,476 | 158,888 | 153,622 | 1,488,197 |
| Cleveland, Columbus and Cincinnati: | January. | February. | March. | April. | May. | June. | July. | August. | September. | October. | November. | December. | Total. |
| 1859 | 73,072 | 72,739 | 91,520 | 80,025 | 82,885 | 83,397 | 76,759 | 92,652 | 97,614 | 92,073 | 90,568 | 84,926 | 1,018,900 |
| 1860 | 69,287 | 70,724 | 83,965 | 79,701 | 85,990 | 84,956 | 94,820 | 118,539 | 119,487 | 107,672 | 86,879 | 71,402 | 1,073,422 |
| 1861 | 73,913 | 67,610 | 83,392 | 95,081 | 96,435 | 89,028 | 82,690 | 106,585 | 120,783 | 136,060 | 140,561 | 104,916 | 1,265,004 |
| 1862 | 135,850 | 110,833 | 103,352 | 115,115 | 113,854 | 123,465 | 131,423 | 173,152 | 192,174 | 172,381 | 165,178 | 180,063 | 1,716,843 |
| 1863 | 166,687 | 152,435 | 165,000 | 185,000 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Cleveland and Toledo: | January. | February. | March. | April. | May. | June. | July. | August. | September. | October. | November. | December. | Total. |
| 1859 | 59,856 | 56,779 | 75,709 | 62,294 | 55,652 | 52,788 | 44,781 | 61,791 | 72,389 | 79,673 | 76,304 | 82,220 | 780,286 |
| 1860 | 78,170 | 67,210 | 86,260 | 76,032 | 65,907 | 55,085 | 50,586 | 66,573 | 84,608 | 94,406 | 82,467 | 82,400 | 889,499 |
| 1861 | 85,239 | 76,918 | 85,663 | 90,324 | 65,302 | 63,137 | 52,269 | 60,285 | 84,640 | 98,528 | 88,401 | 105,253 | 935,989 |
| 1862 | 106,263 | 88,463 | 103,175 | 87,915 | 69,716 | 64,910 | 71,716 | 75,638 | 102,176 | 112,507 | 117,284 | 164,876 | 1,167,544 |
| 1863 | 145,916 | 146,839 | 165,780 | 121,278 | 100,225 | 100,085 | 91,308 | 102,130 | 132,130 | 140,013 | 144,800 | 184,389 | 1,574,893 |
| Erie: | January. | February. | March. | April. | May. | June. | July. | August. | September. | October. | November. | December. | Total. |
| 1858 | 376,557 | 328,047 | 461,495 | 557,985 | 478,366 | 384,379 | 383,322 | 380,373 | 375,250 | 456,226 | 430,809 | 392,293 | 5,014,092 |
| 1859 | 304,708 | 319,593 | 372,296 | 380,343 | 349,963 | 330,657 | 361,819 | 359,114 | 455,238 | 466,959 | 536,608 | 414,764 | 4,651,049 |
| 1860 | 354,000 | 345,000 | 435,311 | 457,161 | 393,409 | 393,409 | 477,642 | 600,124 | 587,242 | 561,448 | 412,723 | 5,235,424 | |
| 1861 | 404,507 | 391,932 | 458,560 | 547,174 | 506,610 | 430,063 | 372,705 | 419,010 | 516,948 | 719,354 | 734,108 | 714,211 | 6,214,182 |
| 1862 | 699,097 | 601,595 | 638,006 | 626,070 | 587,416 | 528,842 | 595,024 | 756,421 | 858,136 | 902,096 | 983,860 | 8,400,384 | |
| 1863 | 836,453 | 829,734 | 946,041 | 938,453 | 838,867 | 760,863 | 721,889 | 678,959 | 814,828 | 955,371 | 1,026,065 | 1,044,214 | 10,390,742 |
| Galena and Chicago: | January. | February. | March. | April. | May. | June. | July. | August. | September. | October. | November. | December. | Total. |
| 1859 | 62,421 | 66,943 | 92,921 | 88,708 | 122,008 | 110,656 | 88,527 | 110,280 | 208,803 | 195,984 | 125,907 | 89,344 | 1,269,441 |
| 1860 | 60,653 | 62,698 | 80,793 | 92,254 | 115,505 | 93,449 | 80,705 | 166,541 | 219,528 | 252,108 | 142,658 | 94,860 | 1,402,752 |
| 1861 | 97,253 | 76,359 | 101,600 | 103,795 | 165,707 | 162,823 | 145,839 | 160,359 | 200,276 | 221,326 | 172,700 | 122,306 | 1,270,396 |
| 1862 | 109,867 | 105,424 | 74,346 | 90,180 | 158,194 | 225,048 | 190,456 | 129,019 | 188,370 | 205,575 | 159,580 | 143,532 | 1,777,541 |
| 1863 | 132,517 | 121,161 | 129,226 | 136,601 | 172,343 | 212,946 | 143,794 | 267,529 | 284,808 | 286,618 | 217,633 | 2,224,693 | |
| Hudson River: | January. | February. | March. | April. | May. | June. | July. | August. | September. | October. | November. | December. | Total. |
| 1859 | 192,161 | 190,589 | 175,773 | 121,123 | 141,269 | 115,444 | 125,305 | 155,164 | 156,973 | 170,157 | 157,443 | 232,033 | 1,933,434 |
| 1860 | 212,714 | 209,422 | 161,047 | 134,608 | 156,281 | 129,996 | 140,380 | 167,220 | 180,000 | 198,951 | 166,649 | 220,370 | 2,075,822 |
| 1861 | 223,157 | 205,343 | 167,560 | 132,761 | 150,808 | 122,683 | 114,804 | 132,299 | 146,424 | 175,261 | 197,762 | 246,288 | 2,028,587 |
| 1862 | 307,330 | 281,568 | 280,963 | 202,346 | 192,442 | 151,427 | 159,769 | 193,442 | 212,118 | 239,911 | 270,083 | 403,571 | 2,922,970 |
| 1863 | 458,953 | 425,047 | 366,802 | 270,676 | 241,771 | 202,392 | 190,864 | 219,561 | 268,100 | 302,174 | 295,750 | 484,550 | 3,726,140 |
| Illinois Central: | January. | February. | March. | April. | May. | June. | July. | August. | September. | October. | November. | December. | Total. |
| 1859 | 132,936 | 134,811 | 154,690 | 153,644 | 144,894 | 149,592 | 139,102 | 181,612 | 246,829 | 245,892 | 260,742 | 192,322 | 2,126,068 |
| 1860 | 185,257 | 185,926 | 209,994 | 183,758 | 219,890 | 188,060 | 193,981 | 248,971 | 259,643 | 321,059 | 243,163 | 224,196 | 2,664,848 |
| 1861 | 321,844 | 279,268 | 229,334 | 192,054 | 199,488 | 177,829 | 189,280 | 268,983 | 289,562 | 284,020 | 243,249 | 224,401 | 2,890,612 |
| 1862 | 190,130 | 236,637 | 181,084 | 191,648 | 206,248 | 269,282 | 261,079 | 352,786 | 414,643 | 410,386 | 372,593 | 355,468 | 3,445,827 |
| 1863 | 267,061 | 269,198 | 265,773 | 267,643 | 314,166 | 397,729 | 331,432 | 459,256 | 466,619 | 416,744 | 378,766 | 414,899 | ----- |
| La Crosse and Milwaukee: | January. | February. | March. | April. | May. | June. | July. | August. | September. | October. | November. | December. | Total. |
| 1862 | 33,904 | 26,252 | 25,891 | 35,579 | 32,688 | 23,384 | 37,271 | 56,687 | 46,452 | 81,829 | 55,257 | 48,544 | 512,218 |
| 1863 | 38,203 | 53,778 | 60,640 | 64,306 | 55,326 | 40,706 | 58,704 | 52,864 | 77,112 | 83,059 | 76,764 | 68,568 | 710,326 |
| Marietta and Cincinnati: | January. | February. | March. | April. | May. | June. | July. | August. | September. | October. | November. | December. | Total. |
| 1862 | 33,904 | 26,252 | 25,891 | 35,579 | 32,688 | 23,384 | 37,271 | 56,687 | 46,452 | 81,829 | 55,257 | 48,544 | 512,218 |
| 1863 | 38,203 | 53,778 | 60,640 | 64,306 | 55,326 | 40,706 | 58,704 | 52,864 | 77,112 | 83,059 | 76,764 | 68,568 | 710,326 |
| Milwaukee and Prairie du Chien: | January. | February. | March. | April. | May. | June. | July. | August. | September. | October. | November. | December. | Total. |
| 1860 | 37,520 | 32,301 | 39,501 | 45,511 | 59,082 | 48,797 | 37,429 | 60,229 | 139,761 | 168,615 | 90,900 | 44,896 | 799,841 |
| 1861 | 64,246 | 44,027 | 43,637 | 49,102 | 112,266 | 141,771 | 107,117 | 134,726 | 134,726 | 177,879 | 180,184 | 67,900 | 1,153,407 |
| 1862 | 83,903 | 62,907 | 47,010 | 61,759 | 130,218 | 144,915 | 108,721 | 76,163 | 109,661 | 154,369 | 122,272 | 61,855 | 1,163,734 |
| 1863 | 67,130 | 76,132 | 44,925 | 58,177 | 106,967 | 111,260 | 71,587 | 69 | | | | | |

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (t) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

| Description. | Amount | Interest | Interest. | | | Description. | Amount | Interest | Interest. | | | Description. | |
|-----------------------------------|-----------|----------|----------------|-----------------|---------|--------------|---------------------------------------|-----------|---------------|----------------|---------------|--------------|-----|
| | | | When payable. | Where payable. | Due. | | | | When payable. | Where payable. | Due. | | |
| Alabama and Florida: | | | | | | | | | | | | | |
| Mortgage | \$300,000 | 7 | | | 1867 | | Chicago and Rock Island: | 1,397,000 | 7 | Jan. & July. | New York. | 1870 | 109 |
| Convert. (guar. by Dir.) | 150,000 | 7 | | | 1863 | | 1st Mortgage | | | | | | |
| Alabama and Tenn. Rivers: | | | | | | | Chicago and Northwestern: | 1,250,000 | 7 | Feb. & Aug. | New York. | 1885 | 105 |
| 1st Mortgage convertible | 882,000 | 8 | Jan. & July. | New York. | 1872 | | Preferred Sinking Fund | 3,600,000 | 7 | " " | " | 1885 | 96 |
| 2d Mortgage | 225,705 | 8 | | | 1864 | | General 1st Mortgage | 756,000 | 7 | May & Nov. | " | 1888 | 95 |
| Albany, Vt. and Canada: | | | | | | | Bonds issued for coupons of do. | 2,000,000 | 6 | " " | " | 1890 | 76 |
| 1st Mortgage | 600,000 | 7 | March & Sept. | New York. | 1857 | | 2d Mortgage | 184,000 | 7 | Feb. & Aug. | " | 1885 | 99 |
| Albany and West Stockbridge: | | | | | | | Appleton Extension Bonds | 300,000 | 7 | " " | " | 1885 | 95 |
| Albany City (S. F.) | 1,000,000 | 6 | Jan. & July. | Boston. | '66-'76 | | Green Bay Extension Bonds | 245,000 | 8 | Jan. & July. | " | 1885 | 95 |
| Androscoggin and Kennebec: | | | | | | | Flagg Trust Bonds | | | | | | |
| Million Dollar Loan | 192,100 | 6 | June & Dec. | Portland | '61-'64 | 70 | Cincinnati, Hamilton and Dayton: | | | | | | |
| \$1,100,000 Loan | 804,600 | 6 | " | or | 1890 | 79 | 1st Mortgage | 384,000 | 7 | Jan. & July. | New York. | 1869 | 110 |
| Stock, convert. (Coupon) | 710,000 | 6 | | Waterv. | '63-'66 | | 2d Mortgage | 950,000 | 7 | May & Nov. | " | 1880 | 108 |
| Atlantic and Great Western: | | | | | | | Cincinnati, Wilm. and Zanesville: | 1,300,000 | 7 | Jan. & July. | New York. | 1869 | |
| Penn. Division, 1st Mortgage | 2,500,000 | 7 | Oct. & April. | New York. | 1877 | 77 | 1st Mortgage | 574,000 | 7 | Feb. & Aug. | | | |
| Ohio " 1st Mortgage | 4,000,000 | 7 | " " | " | 1875 | 94 | 2d Mortgage | 158,000 | 7 | | | | |
| N. York " 1st Mortgage | 1,000,000 | 7 | " " | " | 1879 | 80 | Income | 250,500 | 7 | | | | |
| Atlantic and St. Lawrence: | | | | | | | Tunnel Right | 1,000,000 | 7 | | | | |
| Dollar Bonds (Coupon) | 985,000 | 6 | April & Oct. | Portland. | 1866 | 92 | Cleveland and Mahoning: | | | | | | |
| Sterling Bonds (Coupon) | 484,000 | 6 | Nov. & May. | London. | 1878 | 96 | 1st Mortgage | 860,000 | 7 | Feb. & Aug. | New York. | 1873 | 100 |
| City of Portland Loan (Coup.) | 1,000,000 | 6 | Various | N.Y., P. & Bos. | '68-'70 | | 2d Mortgage | 244,200 | 7 | March & Sept. | " | 1884 | 100 |
| Baltimore and Ohio: | | | | | | | 3d Mortgage | 658,200 | 8 | " " | | 1876 | |
| Maryland Sterling Bds of 1838. | 3,000,000 | 5 | Ja. Ap. Ju.Oc. | London. | 1888 | | Clev., Painesville and Ashtabula: | | | | | | |
| Mortgage Coupon | 1,853, | | April & Oct. | Baltimore. | 1885 | 107 | 1st Mortgage | 228,000 | 7 | Feb. & Aug. | New York. | 1862 | 92 |
| " " " 1850. | 2,500,000 | 6 | Jan. & July. | " | 1890 | 106 | 2d Mortgage | 500,000 | 7 | " " | " | 1878 | 121 |
| " " " 1856. | 700,000 | 6 | Jan. & July. | " | 1875 | 105 | Special (Sunbury and Erie) | 900,000 | 7 | | | 1880 | |
| " " " 1856. | 1,125,500 | 6 | Jan. & July. | " | 1867 | 102 | Dividend Mortgage | | | | | | |
| " " " 1854. | 1,000,000 | 6 | Ja. Ap. Ju.Oc. | " | 1890 | 110 | Cleveland and Pittsburg: | | | | | | |
| Balt. City Loan of 1855 | 6,000,000 | 6 | Jan. & July. | | | | 1st Mortgage (Main Line) | 800,000 | 7 | Feb. & Aug. | New York. | 1860 | 102 |
| Bellefontaine and Indiana: | | | | | | | 2d Mort. (M. L.) or 1st Extension | 1,189,000 | 7 | March & Sept. | " | 1873 | 105 |
| 1st Mortgage convertible | 791,000 | 7 | Jan. & July. | New York. | 1866 | 101 | 3d Mort. (M. L.) or 2d Extension | 1,166,000 | 7 | " " | " | 1875 | 103 |
| 2d Mortgage | 164,000 | 7 | " " | " | 1870 | | 4th Mort. (M. L.) or 3d Extension | 1,059,028 | 6 | " " | " | 1886 | 83 |
| Belvidere Delaware: | | | | | | | River Line bonds | 20,000 | 7 | | | 1887 | |
| 1st Mort. (guar. C. and A.) | 1,000,000 | 6 | June & Dec. | New York. | 1867 | 100 | Clev., Columbus and Cin.: | 500,000 | 7 | Jan. & July. | New York. | '64-'90 | |
| 2d Mortgage (do.) | 500,000 | 6 | March & Sept. | Princeton. | 1885 | 95 | 1st Mortgage, Coupon | | | | | | |
| 3d Mortgage (do.) | 589,500 | 6 | Feb. & Aug. | " | 1877 | | Junction 1st Mortgage 1st Div. | 284,000 | 7 | April & Oct. | New York. | 1867 | 101 |
| Boston Concord and Montreal: | | | | | | | Junction 1st Mortgage 2d Div. | 161,000 | 7 | June & Dec. | " | 1872 | 101 |
| 1st Mortgage | 200,000 | 6 | Feb. & Aug. | Boston. | 1865 | 100 | Tol. Nor. and Clev. 1st Mort. | 439,000 | 7 | Feb. & Aug. | " | 1863 | 75 |
| 1st Mortgage | 300,000 | 7 | " " | New York. | 1865 | 102 | Tol. Nor. and Clev. 2d Mort. | 175,500 | 7 | " " | " | 1863 | 75 |
| 2d Mortgage Coupons | 100,000 | 6 | Jan. & July. | Boston. | 1870 | | C. and T. Income Mortgage | 66,150 | 7 | March & Sept. | " | 1863 | 75 |
| 2d Mortgage Coupons | 250,000 | 7 | " " | New York. | 1870 | | C. and T. Income (convertible) | 119,000 | 7 | Jan. & July. | " | 1864 | |
| Sinking Fund | 200,000 | 6 | " " | Boston. | 1889 | 100 | C. and T. Income (convertible) | 160,000 | 7 | " " | " | 1864 | |
| Boston and Lowell: | | | | | | | C. and T. Dividend (convertible) | 126,410 | 7 | April & Oct. | New York. | 1865 | 70 |
| Mortgage | 440,000 | 6 | Jan. & July. | Boston. | 1873 | 107 | C. and T. Income (convertible) | 25,000 | 7 | March & Sept. | " | 1870 | |
| Buffalo, New York and Erie: | | | | | | | C. and T. (S. F.) Mortgage | 2,677,000 | 7 | Jan. & July. | " | 1885 | 103 |
| 1st Mortgage coupon | 2,000,000 | 7 | June & Dec. | New York. | 1877 | 104 | Columbus and Xenia: | | | | | | |
| 2d Mortgage coupon | 420,714 | 7 | May & Nov. | " | 1872 | 103 | Dividend (due 1860, '61, '62, '66) | 74,900 | | June & Dec. | New York. | var. | |
| Buffalo and State Line: | | | | | | | Connecticut River: | 250,000 | 6 | March & Sept. | Boston. | 1878 | 104 |
| 1st Mortgage | 500,000 | 7 | April & Oct. | New York. | 1866 | 108 | Mortgage | | | | | | |
| Income \$ in '69, \$ in '72 | 200,000 | 7 | Jan. & July. | " | 1864 | | Connecticut and Passump. Rivers: | 800,000 | 6 | June & Dec. | Boston. | 1876 | 99 |
| Unsecured | 200,000 | 7 | " " | " | 1864 | | 1st Mortgage | | | | | | |
| Special Erie and North-East | 149,000 | 7 | " " | " | '61-'70 | | Cumberland Valley: | 161,000 | 8 | April & Oct. | Philadelphia. | 1904 | |
| Burlington and Missouri: | | | | | | | 1st Mortgage | 109,500 | 8 | " " | " | 1904 | |
| 1st Mort. on 1st Division | 590,000 | 6 | Feb. & Aug. | New York. | | | 2d Mortgage | 300,000 | 8 | Jan. & July. | New York. | 1867 | |
| Cairo and Fulton (Mo.): | | | | | | | 1st Mortgage | 2,508,000 | 8 | " " | " | 1881 | 100 |
| State (Mo.) Loan | 650,000 | 6 | | | | | 2d Mortgage | | | | | | |
| Camden and Amboy: | | | | | | | Dayton and Michigan: | | | | | | |
| English debt (S. F.) £452,093 | 2,192,923 | 6 | Semi-annual. | London. | 1880 | | 1st Mortgage | 300,000 | 8 | Jan. & July. | New York. | 1867 | |
| Converted Sterling Loan | 798,200 | 5 | " | " | 1883 | | 2d Mortgage | 2,508,000 | 8 | " " | " | 1881 | 100 |
| American Loan | 762,000 | 6 | " | New York. | 1864 | 106 | Dayton and Western: | | | | | | |
| Extra Dividend Loan | 884,468 | 6 | " | " | 1884 | | 1st Mortgage | 289,000 | 7 | March & Sept. | New York. | 1882 | 50 |
| Loan for \$600,000 | 500,000 | 6 | " | " | 1867 | 108 | 2d Mortgage | 250,000 | 7 | June & Dec. | " | 40 | |
| " " \$300,000 | 700,000 | 6 | " | " | 1870 | 108 | Delaware: | | | | | | |
| " " \$675,000 | 675,000 | 6 | " | " | 1875 | 102 | 1st Mortgage guar. by P. W. & B. | 500,000 | 6 | Jan. & July. | Philadelphia. | 1875 | 102 |
| " " \$1,700,000 | 1,700,000 | 6 | " | " | 1883 | 103 | Guaranteed | 100,000 | 6 | " " | " | 1875 | 105 |
| " " \$2,500,000 | 867,000 | 6 | " | " | 1889 | 105 | State Loan | 170,000 | 6 | " " | " | 1876 | |
| Consolid. Mort. Loan \$6,000,000 | | | | | | | Delaware, Lackawanna and W'N: | | | | | | |
| Camden and Atlantic: | | | | | | | 1st Mortgage (Lack. & Western) | 900,000 | | April & Oct. | New York. | 1871 | 111 |
| 1st Mortgage Coupon | 1,037,375 | 7 | Feb. & Aug. | Philadelphia. | 1872 | | 2d Mortgage | 1,495,000 | | " " | " | 1876 | 114 |
| Catawissa: | | | | | | | 3d Mortgage | 2,616,500 | | March & Sept. | " | 1881 | 110 |
| 1st Mortgage | 141,000 | 7 | May & Nov. | Philadelphia. | 1882 | | 4th Mortgage | 1,000,000 | 8 | " " | " | | |
| Cayuga and Susquehanna: | | | | | | | 1st Mortgage (convertible) | 2,500,000 | 7 | Jan. & July. | New York. | 1875 | 60 |
| 1st Mortgage | 300,000 | 7 | Jan. & July. | New York. | 1865 | | 2d Mortgage | 1,000,000 | 8 | " " | " | 1866 | |
| Central of Georgia: | | | | | | | 3d Mortgage (convertible) | 750,000 | 10 | " " | " | 1863 | |
| Mortgage | 88,067 | 7 | | | | | 4th Mortgage (G. W. R. R.) | 500,000 | 8 | | | | |
| Central of New Jersey: | | | | | | | Dubuque and Sioux City: | | | | | | |
| 1st Mortgage | 1,400,000 | 7 | Feb. & Aug. | New York. | '65-'70 | 109 | 1st Mortgage coupon | 300,000 | 7 | Jan. & July. | New York. | 1883 | |
| 2d Mortgage | 900,000 | 7 | May & Nov. | " | 1875 | 112 | 2d Mortgage | 344,000 | 7 | | | | |
| Central Ohio: | | | | | | | Eastern (Mass.): | | | | | | |
| 1st Mortgage W. Div. | 450,000 | 7 | May & Nov. | Zanesville. | 1861 | 104 | Income (due \$75,000 annually) | 150,000 | 6 | June & Dec. | Boston. | '63-'64 | 111 |
| 1st Mortgage E. Div. | 500,000 | 7 | Feb. & Aug. | " | 1864 | 94 | 2d Mortgage (convertible) | 590,000 | 5 | Jan. & July. | London. | 1872 | 98 |
| 2d Mortgage | 800,000 | 7 | June & Dec. | New York. | 1865 | 104 | 3d Mortgage (convertible) | 672,000 | 6 | Feb. & Aug. | Boston. | 1874 | 103 |
| 3d Mortgage (S. F.) | 950,000 | 7 | " " | " | 1866 | 75 | 1st M.(State) \$75,000 a yr after '64 | 500,000 | 5 | Ja. Ap. Ju.Oc. | " | '65-'71 | |
| 4th Mortgage (S. F.) | 1,266,800 | 7 | " " | " | 1876 | 46 | East Tennessee and Georgia: | | | | | | |
| Charleston and Savannah: | | | | | | | State, 1st Mortgage | 970,000 | | | | | |
| 1st Mortgage (endorsed) | 510,000 | 6 | | | | | Endorsed by State of Tennessee | 150,000 | | | | | |
| 2d Mortgage | 1,000,000 | 7 | | | | | Mortgage (ordinary) | 790,988 | | | | | |
| Cheshire: | | | | | | | East Tennessee and Virginia: | | | | | | |
| Bonds of '75, '77, '80 | 600,000 | 6 | Jan. & July. | Boston. | var. | 100 | State, 1st Lien | 1,602,000 | | | | | |
| Chicago, Burlington & Quincy: | | | | | | | 200,000 | | | | | | |
| Trust Mort. S. F., convertible | 441,000 | 8 | Jan. & July. | New York. | 1883 | 118 | 100,000 | | | | | | |
| " " " " " convertible | 3,084,000 | 8 | " " | " | 1883 | 120 | 66,950 | | | | | | |
| Plain Bonds, dated Sept. 20, 1880 | 755,000 | 7 | March & Sept. | Frankfort o.M. | 1890 | | Eaton and Hamilton: | 757,734 | 7 | | | | |
| 2d Mortgage, convertible | 935,500 | 4 | July. | New York. | 1867 | | | | | | | | |

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F., "Sinking Fund," "var." that the bonds fall due at different periods.

| Description. | Amount. | Interest. | Interest. | | | | Description. | Amount. | Interest. | Interest. | | | |
|--|------------|-----------------|---------------|----------------|-------|--------|---|-------------|-----------------|---------------|----------------|------|--------|
| | | | When payable. | Where payable. | Due. | Price. | | | | When payable. | Where payable. | Due. | Price. |
| Galena and Chicago Union: | | | | | | | Memphis and Ohio: | | | | | | |
| 1st Mortgage Coupon | 1,118,000 | 7 Feb. & Aug. | New York. | 62-63 | 112 | | State [Tenn.] Loan | \$1,340,000 | 6 | | | | |
| 1st Mortgage (Extended) | 871,000 | 7 " " " | " | 1882 | 112 | | Michigan Central: | | | | | | |
| 2d Mortgage (S. F.) Coupon | 1,346,000 | 7 May & Nov. | " " | 1876 | 101 | | 1st Mortgage Sterling | 467,489 | 6 Jan. & July. | London. | 1872 | 984 | |
| Great Western, Ill.: | | | | | | | 1st Mortgage St's (convertible) | 500,000 | 8 March & Sept. | " " " | 1869 | 84 | |
| 1st Mortgage Western Division | 1,000,000 | 10 April & Oct. | New York. | 1868 | 106 | | 1st Mortgage (convert.) Dollar | 2,598,000 | 8 " " " | N.Y. & Boston | 1869 | 121 | |
| " Eastern " | 1,350,000 | 7 Feb. & Aug. | " " | 1865 | 102 | | 1st Mortgage (S. F.), convertible | 4,434,000 | 4 April & Oct. | " " " | 1882 | 123 | |
| Hannibal and St. Joseph: | | | | | | | Mich. Southern and N'w Indiana: | | | | | | |
| Missouri State Loan (1st Lien) | 3,000,000 | 6 Jan. & July. | New York. | 73-87 | 84 | | Michigan Southern, 1st | 14,000 | 7 May & Nov. | New York. | 1860 | 100 | |
| Land Security | 5,000,000 | 7 April & Oct. | " " | 1881 | 85 | | Northern Indiana, 1st | 42,000 | 7 Feb. & Aug. | " " " | 1861 | 107 | |
| Convertible Bonds | 1,360,000 | 7 Jan. & July. | " " | 1883 | 49 | | Erie and Kalamazoo | 103,000 | 7 March & Sept. | " " " | 1862 | 108 | |
| 2d Mortgage | 1,200,000 | 7 April & Oct. | " " | 1870 | 49 | | Michigan Southern, conv. | 16,000 | 7 " " " | " " " | 1863 | 84 | |
| Harrisburg and Lancaster: | | | | | | | Northern Indiana, conv. | 20,000 | 7 Feb. & Aug. | " " " | 1863 | 51 | |
| New Dollar Bonds | 661,000 | 6 Jan. & July. | Philadelphia. | 1882 | 112 | | Jackson Branch | 81,000 | 7 " " " | " " " | 1865 | 82 | |
| Hartford and New Haven: | | | | | | | Goshen Air Line | 701,000 | 7 " " " | " " " | 1868 | 105 | |
| 1st Mortgage | 927,000 | 6 Feb. & Aug. | New York. | 1883 | 99 | | Detroit and Toledo | 812,000 | 7 " " " | " " " | 1876 | 105 | |
| Housatonic: | | | | | | | 1st General Mortgage (S. F.) | 5,078,000 | 7 May & Nov. | " " " | 1885 | 109 | |
| 1st Mortgage | 189,000 | 6 Jan. & July. | Bridgeport. | 1877 | — | | 2d General Mortgage | 2,666,500 | 7 " " " | " " " | 1877 | 104 | |
| Houston and Texas Central: | | | | | | | •Milwaukee and Beloit: | | | | | | |
| State (1st Lien) Loan | 210,000 | — | — | — | — | | 1st Mortgage | 630,000 | 8 | | | | |
| Mortgage | 125,000 | 7 | — | — | — | | Milwaukee and Chicago: | | | | | | |
| Hudson River: | | | | | | | 1st Mortgage | 400,000 | 8 Jan. & July. | New York. | 1860 | 107 | |
| 1st Mortgage | 4,000,000 | 7 Feb. & Aug. | New York. | 69-70 | 111 | | 2d Mortgage | 200,000 | 8 " " " | " " " | | | |
| 2d Mortgage (S. F.) | 2,000,000 | 7 June & Dec. | " " | 1885 | 113 | | •Milwaukee and Horicon: | | | | | | |
| 3d Mortgage | 1,840,000 | 7 May & Nov. | " " | 1875 | 133 | | 1st Mortgage | 420,000 | 8 | | | | |
| Convertible | 1,002,000 | 7 " " " | " " | 1867 | 103 | | 2d Mortgage | 600,000 | 8 | | | | |
| Illinois Central: | | | | | | | Milwaukee and Prairie du Chien: | | | | | | |
| Optional Eight bonds | 33,000 | 7 Jan. & July. | New York. | 1868 | — | | 1st Mortgage (Coupon) | 2,427,000 | 7 Jan. & July. | New York. | 1861 | 102 | |
| Construction | 11,619,500 | 7 April & Oct. | London. | 1875 | — | | Minnesota and Pacific: | | | | | | |
| Construction | 3,104,000 | 6 " " | New York. | 1875 | 122 | | Real Estate | 1,200,000 | 7 Jan. & July. | " " " | 1892 | — | |
| Eight per cent. bonds | 304,000 | 8 March & Sept. | " " | 1865 | — | | 1st Mortgage | 350,000 | 7 " " " | " " " | 1883 | — | |
| Indiana Central: | | | | | | | Mississippi Central: | | | | | | |
| 1st Mortgage (convertible) | 600,000 | 7 Jan. & July. | New York. | 1866 | — | | 1st Mortgage | 1,007,263 | 7 | | | | |
| 2d Mortgage | 364,000 | 10 " " " | — | 110 | — | | Mississippi Central and Tenn.: | | | | | | |
| Income | 20,500 | — | — | — | — | | State (Tenn.) Loan | 529,000 | 6 | | | | |
| Indianapolis and Cincinnati: | | | | | | | Mississippi and Missouri: | | | | | | |
| 1st Mortgage | 500,000 | 7 Jan. & July. | New York. | 1866 | 106 | | 1st Mortgage (convertible) | 1,000,000 | 7 | | | | |
| 2d Mortgage | 400,000 | 7 " " " | " " | 1862 | 100 | | 2d Mortgage (S. F.) | 400,000 | 8 | | | | |
| Real Estate Mortgage | 200,000 | 7 | — | — | — | | Oskaloosa Division | 500,000 | 7 | | | | |
| Ind., Pittsburg and Cleveland: | | | | | | | 1st Land Grant | 2,000,000 | 7 | | | | |
| 1st Mortgage | 650,000 | 7 Jan. & July. | New York. | 1870 | — | | 2d Land Grant | 700,000 | 7 | | | | |
| 2d Mortgage | 314,000 | 7 " " " | " " | — | — | | Mississippi and Tennessee: | | | | | | |
| Indianapolis and Madison: | | | | | | | Tennessee State Loan | 98,000 | 6 | | | | |
| Mortgage | 661,000 | 7 May & Nov. | New York. | 1881 | 83 | | Mississippi State Loan | 202,789 | 6 | | | | |
| Jeffersonville: | | | | | | | 1st Mortgage | 171,000 | 7 | | | | |
| 1st Mortgage | 187,000 | 7 March & Sept. | New York | 1861 | 75 | | Mobile and Ohio: | | | | | | |
| 2d Mortgage | 392,000 | 7 April & Oct. | " " | 1873 | 70 | | City (Mobile) Tax Loan | 400,000 | 6 | | | | |
| *Kennebunk and Portland: | | | | | | | Tennessee State Loan | 674,860 | 6 | | | | |
| 1st Mortgage (City and Town) | 800,000 | 6 April & Oct. | Boston. | 1870 | — | | Alabama State Loan | 389,410 | 6 | | | | |
| 2d Mortgage | 230,000 | 6 " " " | Augusta. | 1861 | — | | Income | 1,508,070 | 8 Jan. & July. | New York. | 1861-67 | 100 | |
| 3d Mortgage | 250,000 | 6 " " " | " " | 1862 | — | | Sterling | 878,035 | 6 | | | | |
| *Kentucky Centr. (Cov. and Lex.) | | | | | | | Mississippi State Loan | 200,970 | 6 | | | | |
| 1st Mortgage | 160,000 | 6 | — | — | — | | Montgomery and West Point: | | | | | | |
| 1st Mortgage | 299,000 | 7 | — | — | — | | Alabama State Loan | 122,622 | — | | | | |
| 2d Mortgage (convertible) | 1,000,000 | 7 | — | — | — | | Mortgage (due 1860, '63 and '65) | 350,000 | 6 | | | | |
| 3d Mortgage | 600,000 | 7 | — | — | — | | Mortgage | 450,000 | 8 | | | | |
| Guaranteed by Covington | 200,000 | 6 | — | — | — | | Muscogee: | | | | | | |
| Cincinnati (exchanged) | 100,000 | 6 | — | — | — | | 1st Mortgage | 249,000 | 7 | | | | |
| Keokuk, Ft. D. Moines and Minn. City of Keokuk, 20 years | 400,000 | 8 | — | — | — | | Nashville and Chattanooga: | | | | | | |
| City of Keokuk, (special tax) | 150,000 | 10 | — | — | — | | Mortgage (State endorsed) | 1,500,000 | — | | | | |
| Keokuk, Mt. Pleasant and Muscatine: | | | | | | | Chat, and Clev. Subs. (endors.) | 231,000 | — | | | | |
| Lee County | 150,000 | 8 | — | — | — | | *New Albany and Salem: | | | | | | |
| City of Keokuk | 200,000 | 8 | — | — | — | | Crawfordsville | 175,000 | 7 | | | | |
| La Crosse, Viroqua & Mineral Pt. 1st Mortgage | 4,000,000 | 7 June & Dec. | New York. | 1888 | — | | 1st Mortgage | 500,000 | 10 | | | | |
| Lehigh Valley: | | | | | | | 1st Mortgage | 2,235,000 | 6 | | | | |
| La Crosse and Milwaukee: | | | | | | | N. Hav., N. Lond. and Ston'gton: | | | | | | |
| 1st Mortgage (Eastern Div.) | 903,000 | 7 May & Nov. | Milwaukee. | — | 86 | | Mortgage | 450,000 | 7 March & Sept. | New Haven. | 1861 | — | |
| 2d Mortgage (Eastern Div.) | 1,000,000 | 7 " " " | — | — | — | | 2d Mortgage | 200,000 | 6 Jan. & July. | " " " | 1868 | — | |
| 1st Land Grant (Western Div.) | 4,000,000 | 7 Jan. & July. | New York. | 44 | — | | Extension | 116,000 | 6 May & Nov. | " " " | 1878 | — | |
| 2d Land Grant (Western Div.) | 353,000 | 7 " " " | " " | 44 | — | | New Haven and Northampton: | | | | | | |
| 3d Mortgage (whole road) | 1,700,000 | 7 " " " | — | — | — | | 1st Mortgage | 500,000 | 7 Jan. & July. | New Haven. | 1869 | — | |
| Unsecured Bonds | 1,785,000 | 7 " " " | — | — | — | | New Jersey: | | | | | | |
| Lexington and Frankfort: | | | | | | | Company's (various) | 688,000 | — | Semi-ann'yly. | New York. | var. | |
| Mortgage, due 1864, '69 and '74 | 180,000 | 6 | — | Lexington. | 64-74 | — | New London Northern: | | | | | | |
| Little Miami: | | | | | | | 1st Mortgage | 51,000 | 7 Jan. & July. | New London. | 1871 | 100 | |
| Mortgage (Coupon) | 1,300,000 | 6 May & Nov. | New York. | 1888 | 105 | | N. Orl'n, Jackson and Gt. North. State (Miss.) Loan | | | | | | |
| Long Island: | | | | | | | 1st Mortgage Coupon | 255,000 | 5 | | | | |
| 2d Mortgage | 500,000 | 6 Jan. & July. | New York. | 1870 | 100 | | 1st Mortgage | 2,885,000 | 8 Jan. & July. | New York. | 1886 | — | |
| Extension Bonds | 175,000 | 7 May & Nov. | " " | 1890 | 101 | | 2d Mortgage | 641,000 | 6 | | | | |
| Long Dock Co.: | | | | | | | 1st Mortgage | 1,500,000 | 5 | | | | |
| Mortgage Bonds | 500,000 | 7 June & Dec. | New York. | 1882 | — | | 1st Mortgage (S. F.) | 566,000 | 8 | | | | |
| Mortgages on Land | 473,800 | 7 " " " | " " | — | — | | New York Central: | | | | | | |
| Louisville and Frankfort: | | | | | | | Premium (S. F.) Bonds | 7,146,104 | 6 May & Nov. | New York. | 1883 | 106 | |
| Louisville Loan | 100,000 | 7 Jan. & July. | New York. | 1881 | — | | Funding (S. F.) Bonds | 1,448,000 | 7 Feb. & Aug. | " " " | 1876 | 117 | |
| 1st Mortgage | 223,000 | 7 " " " | " " | 65-75 | — | | Stock Exchange (S. F.) Bonds | 663,000 | 6 May & Nov. | " " " | 1883 | 102 | |
| Louisville and Nashville: | | | | | | | Real Estate (S. F.) Bonds | 165,000 | 6 " " " | " " " | 1883 | 101 | |
| State (Tenn.), 1st Lien | 560,500 | 6 Jan. & July. | New York. | 88-92 | — | | Real Estate Bonds | 235,775 | 6 " " " | " " " | 1883 | 101 | |
| 1st Mortgage | 2,000,000 | 7 Feb. & Aug. | " " | 1883 | — | | Bonds of June, 1854 | 2,000,000 | 7 June & Dec. | " " " | 1864 | 100 | |
| Lebanon Branch 1st Mortgage | 400,000 | 7 | var. | — | — | | New 20 years (S. F.) Bonds | 1,000,000 | 7 " " " | " " " | 1883 | 100 | |
| Memphis Branch 1st Mortgage | 300,000 | 7 | var. | — | — | | Convertible Bonds | 781,000 | 7 Feb. & Aug. | " " " | 1870 | 132 | |
| McMinnville and Manchester: | | | | | | | New York and Erie: | | | | | | |
| State (Tenn.) | 372,000 | 6 | — | — | — | | 1st Mortgage | 8,000,000 | 7 May & Nov. | New York. | 1867 | 108 | |
| Mortgage | 24,000 | 7 | — | — | — | | 2d Mortgage | 4,000,000 | 7 March & Sept. | " " " | 1879 | 118 | |
| Mortgage | 10,000 | 6 | — | — | — | | 3d Mortgage | 6,000,000 | 7 " " " | " " " | 1883 | 112 | |
| Marietta and Cincinnati: | | | | | | | 4th Mortgage | 5,100,000 | 7 April & Oct. | " " " | 1880 | 100 | |
| 1st Mortgage Bonds | 185,669 | 7 Feb. & Aug. | New York. | 1891 | 90 | | 5th Mortgage | 1,791,500 | 7 June & Dec. | " " " | 1888 | 110 | |
| 1st Mortgage sterling | 87,818 | 7 " " " | " " | 1891 | — | | Buffalo Branch | 200,000 | 7 Jan. & July. | " " " | 1891 | — | |
| Memphis and Charleston: | | | | | | | New York and Harlem: | | | | | | |
| State (Tenn.) Loan | 1,100,000 | 6 | — | — | — | | 1st Mortgage | 3,000,000 | 7 May & Nov. | New York. | 1878 | — | |
| 1st Mortgage | 1,900,000 | 7 | — | — | — | | 2d Mortgage | 1,000,000 | 7 Feb. & Aug. | " " " | 1884 | 108 | |
| Memphis, Clarksville, and Louisville: | | | | | | | 3d Mortgage | 980,300 | 7 Jan. & July. | " " " | 1887 | 100 | |
| State (Tenn.) Loan | 910,000 | 6 | — | — | — | | New York and New Haven: | | | | | | |
| Marietta and Cincinnati: | | | | | | | Plain Bonds, Coupon Mortg. Bonds, Conv. | 912,000 | 7 June & Dec. | New York. | 1886 | — | |
| 1st Mortgage Bonds | 185,669 | 7 Feb. & Aug. | New York. | 1891 | 90 | | 1st Mortgage Bonds | 1,088,000 | 6 April & Oct. | " " " | 1878 | — | |
| 1st Mortgage sterling | 87,818 | 7 " " " | " " | 1891 | — | | 2d Mortgage Bonds | 3,000,000 | 7 " " " | " " " | 1878 | — | |
| Memphis and Charleston: | | | | | | | 3d Mortgage Bonds | 1,088,000 | 6 " " " | " " " | 1878 | — | |
| State (Tenn.) Loan | 1,100,000 | 6 | — | — | — | | 4th Mortgage Bonds | 1,088,000 | 6 " " " | " " " | 1878 | — | |
| Memphis, Clarksville, and Louisville: | | | | | | | 5th Mortgage Bonds | 1,088,000 | 6 " " " | " " " | 1878 | — | |
| State (Tenn.) Loan | 910,000 | 6 | — | — | — | | 6th Mortgage Bonds | 1,088,000 | 6 " " " | " " " | 1878 | — | |

AMERICAN RAILROAD BOND LIST.

*, signifies that the road is in the hands of receivers. (?) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

| Description | Amount | Interest | Interest. | | | Description | Amount | Interest | Interest. | | | |
|-------------------------------------|-----------|----------|-----------------|----------------|-------|-------------------|------------------------------------|-----------|---------------|----------------|---------------|------------------|
| | | | When payable. | Where payable. | Due. | | | | When payable. | Where payable. | Due. | Price |
| N. York, Providence and Boston: | | | | | | | | | | | | |
| 1st Mortgage | \$232,000 | 6 | Feb. & Aug. | New York | 73-78 | --- | Racine and Mississippi: | | | | | |
| North Carolina: | | | | | | | 1st Mortgage (Eastern Division) | \$680,000 | 8 | | | |
| State Loan | 3,000,000 | 6 | | | | | 1st Mortgage (West'rn Division) | 757,000 | 8 | | | |
| North-Eastern (S. C.): | | | | | | | Coupon | 100,000 | | | | |
| 1st Mortgage | 700,000 | | | | | | Richmond and Danville: | | | | | |
| 2d Mortgage | 224,500 | | | | | | State (Va.) Loan (34 years) | 600,000 | 6 | Feb. & Aug. | New York | 1876 |
| Northern Central: | | | | | | | Guaranteed by State | 200,000 | 7 | April & Oct. | " | var. |
| Balt. and Susq. R. R. (Coupons) | 150,000 | 6 | Ja. Ap. Ju. Oc. | Baltimore | 1866 | | Mortgage (Coupon) | 250,000 | 7 | Feb. & Aug. | Richmond | 1875 |
| Md. State Loan (Irredeemable) | 1,500,000 | 6 | " | " | | | Sterling (267,000) | 324,000 | 6 | | " | 1869 |
| York and Cumberland 1st Mort. | 175,000 | 6 | May & Nov. | " | 1870 | | Richmond and Petersburg: | | | | | |
| York and Cumberland 2d Mort. | 25,000 | 6 | Jan. & July | " | 1871 | | Coupon | 159,000 | | | | |
| Y. and O. guar. by Balt. 3d Mort. | 500,000 | 6 | " | " | 1877 | | Rutland and Burlington: | | | | | |
| N. U. Contract, 2d Mort. | 300,000 | 6 | Ja. Ap. Ju. Oc. | " | 1875 | | 1st Mortgage | 1,800,000 | 7 | Feb. & Aug. | Boston | 1868 |
| Construction, 3d Mort. | 2,500,000 | 6 | Jan. & July | " | 1885 | 101 $\frac{1}{2}$ | 2d Mortgage | 937,500 | 7 | " | " | 1868 |
| Northern (Ogdensburg): | | | | | | | 3d Mortgage | 440,000 | 7 | " | " | 3 |
| 1st Mortgage | 1,500,000 | 7 | April & Oct. | New York | 1859 | 97 $\frac{1}{2}$ | Sacramento Valley: | | | | | |
| 2d Mortgage | 3,077,000 | 7 | " | " | 1861 | 23 | 1st Mortgage | 400,000 | 10 | Jan. & July | New York | 1875 |
| North Missouri: | | | | | | | 2d Mortgage | 329,000 | 10 | Feb. & Aug. | San Francisco | 1881 |
| State Loan (30 years) | 4,350,000 | 6 | Jan. & July | New York | 72-87 | 90 | Sandusky, Dayton and Cincinnati: | | | | | |
| North Pennsylvania: | | | | | | | 2d Mortgage | 997,000 | 7 | | | |
| Mortgage | 2,500,000 | 6 | April & Oct. | Philadelphia | 1875 | 98 $\frac{1}{2}$ | 3d Mortgage | 1,000,000 | 7 | | | |
| Chattel Mortgage | 360,000 | 10 | " | " | 1887 | 120 | Six per cents | 422,324 | 6 | | | |
| Northern (N. H.): | | | | | | | Sand'sky, Mansfield and Newark: | | | | | |
| Bonds due 1864 and 1874 | 230,700 | 6 | April & Oct. | Boston | 64-74 | 104 | 1st Mortgage | 1,290,000 | 7 | Jan. & July | New York | 1866 |
| Norwich and Worcester: | | | | | | | Saratoga and Whitehall: | | | | | |
| Mass. State Loan | 400,000 | 6 | Jan. & July | Boston | 1877 | | 1st Mortgage | 250,000 | 7 | April & Oct. | New York | 1858 |
| Bonds for Dividend Scrip | 100,000 | 7 | " | New York | 64-74 | | 1st Mortgage (R. and W. Br.) | 100,000 | 7 | March & Sept. | " | 1858 |
| Steamboat Bonds | 200,000 | 7 | Feb. & Aug. | " | 63-70 | | Seaboard and Roanoke: | | | | | |
| Ohio and Mississippi (O. and Ind.): | | | | | | | 1st Mortgage | 300,000 | 7 | | | |
| 1st Mortgage | 2,050,000 | 7 | Jan. & July | New York | 1872 | | 3d Mortgage | 75,000 | 7 | | | |
| 2d Mortgage | 255,000 | 7 | April & Oct. | " | 1880 | | Dividend Bonds | 129,083 | 7 | | | |
| Construction | 4,242,000 | 7 | March & Sept. | " | 1876 | 17 | South Carolina: | | | | | |
| Income | 3,320,000 | 7 | May & Nov. | " | 1881 | | State Loan | 187,000 | 5 | | | |
| Orange and Alexandria: | | | | | | | Sterling | 183,333 | 6 | | | |
| 1st Mortgage | 400,000 | 6 | May & Nov. | New York | 1866 | | Sterling | 2,000,000 | 5 | | | |
| 2d Mortgage or 1st Extension | 1,200,000 | 6 | Jan. & July | " | 1875 | | London | 1866 | | | | |
| 2d Extension | 600,000 | 8 | May & Nov. | " | 1873 | | Southern Mississippi: | | | | | |
| Pacific (Mo.): | | | | | | | 1st Mortgage | 500,000 | | | | |
| State (Mo.) Loan | 7,000,000 | 6 | Jan. & July | New York | 71-87 | 90 | 2d Mortgage | 450,000 | | | | |
| State Loan (S. W. Branch) | 1,288,000 | 6 | " | " | 87-89 | | Steubenv. and Ind. (P. O. and C.): | | | | | |
| Construction | 3,235,000 | 7 | " | " | 55 | | 1st Mortgage | 1,500,000 | 7 | Jan. & July | Philadelphia | 1870 |
| Panama: | | | | | | | 2d Mortgage | 900,000 | 7 | " | " | 1865 |
| 1st Mortgage Sterling | 1,250,000 | 7 | April & Oct. | London | 1865 | 100 | St. Louis and Iron Mountain: | | | | | |
| 2d Mortgage Sterling | 1,150,000 | 7 | Feb. & Aug. | " | 1872 | | State (Mo.) Aid | 3,501,000 | 8 | | | |
| Pennsylvanias: | | | | | | | St. Louis City Subscription | 500,000 | | | | |
| 1st Mortgage | 4,980,000 | 6 | Jan. & July | Philadelphia | 1880 | 107 $\frac{1}{2}$ | St. Louis County Subscription | 1,000,000 | | | | |
| 2d Mortgage | 2,421,000 | 6 | April & Oct. | " | 1875 | 106 | Sunbury and Erie: | | | | | |
| 3d Mortgage Sterling | 2,126,400 | 6 | " | London | 1875 | | 1st Mortg. (Sunbury to W'nspr'g) | 1,000,000 | 7 | April & Oct. | Philadelphia | 1877 |
| State Works Bonds | 7,000,000 | 6 | Jan. & July | Harrisburg | 1894 | 105 $\frac{1}{2}$ | Mortgage (half to State) | 7,000,000 | 5 | Jan. & July | " | 111 |
| Penobscot and Kennebec: | | | | | | | Syracuse, Binghamton and N. Y.: | | | | | |
| Bangor City 1st Mortg. (Coupon) | 750,000 | 6 | April & Oct. | Boston | 74-75 | | 1st Mortgage Coupon | 1,400,000 | 7 | April & Oct. | New York | 1876 |
| 2d Mortgage (Coupon) | 277,000 | 6 | Feb. & Aug. | Bangor | 1876 | | St. Louis, Alton & Terre Haute: | | | | | |
| 3d Mortgage (Coupon) | 156,000 | 6 | March & Sept. | " | 1871 | | 1st Mortgage (series A) | 1,100,000 | 7 | Jan. & July | New York | 1894 |
| Peoria and Oquawka: | | | | | | | 2d Mortgage (series B) | 1,100,000 | 7 | " | " | 101 |
| 1st Mortg. (W. Ext.) convertible | 500,000 | 8 | May & Nov. | New York | 1862 | | 2d Mortgage (series C) | 1,400,000 | 7 | April & Oct. | " | 90 |
| 1st Mortg. (E. Ext.) convertible | 500,000 | 8 | June & Dec. | " | 1873 | | 2d Mortgage (series D) | 1,400,000 | 7 | May & Nov. | " | 91 $\frac{1}{2}$ |
| Peterburg and Lynchburg (S. Side): | | | | | | | 2d Mortgage (series E) | 1,700,000 | 7 | " | " | 82 $\frac{1}{2}$ |
| State (Va.) Loan (S. F.): | 800,000 | 7 | | | | | Tennessee and Alabama: | | | | | |
| 1st Mortgage (1859-70-'75) | 365,000 | 6 | | | | | State (Tenn.) Loan | 814,000 | | | | |
| 3d Mortgage (1862-'70-'72) | 378,000 | 6 | | | | | Terre Haute and Richmond: | | | | | |
| Special Mortgage (1865-'68) | 175,000 | 6 | | | | | 1st Mortgage (convertible) | 171,000 | 7 | March & Sept. | New York | 1866 |
| Last Mortgage (1861 to 1869) | 123,500 | 8 | | | | | 2d Mortgage | 1,355,000 | 7 | Jan. & July | " | |
| Phila., Germantown and Norristown: | | | | | | | 1st M. (Toledo and Wabash) | 900,000 | 7 | Feb. & Aug. | New York | 1865 |
| Consolidated Loan | 119,800 | 6 | Jan. & July | Philadelphia | 1865 | 105 | 1st M. (L. E. Wab. and St. Louis) | 2,500,000 | 7 | " | " | 101 |
| Convertible Loan | 292,500 | 6 | " | " | 1885 | 119 | 2d M. (Toledo and Wabash) | 1,000,000 | 7 | May & Nov. | " | 86 |
| Philadelphia and Reading: | | | | | | | 2d M. (Wabash and Western) | 1,500,000 | 7 | " | " | 86 |
| Bonds of 1866 (nonconvertible) | 408,000 | 5 | Jan. & July | Philadelphia | 1867 | | Interest Bonds | 245,700 | 7 | | | |
| " | 1836 | 5 | " | " | 1880 | 103 | Vermont Central: | | | | | |
| " | 1849 | 5 | " | " | 1870 | | 1st Mortgage Coupon | 2,000,000 | 7 | May & Nov. | Boston | 1861 |
| " | 1861 | 5 | 408,600 | April & Oct. | " | | 2d Mortgage Coupon | 1,135,000 | 7 | Jan. & July | " | 87 $\frac{1}{2}$ |
| " | 1863 | 5 | 273,000 | Jan. & July | " | | Virginia Central: | | | | | |
| " | 1843 | 5 | 1,581,300 | " | 1871 | 100 | Mort., guaranteed by State of Va. | 100,000 | 6 | Jan. & July | Richmond | 1880 |
| " | 1844 | 5 | 863,000 | " | 1880 | 106 | Mort. (coupons) | 198,000 | 5 | " | " | 81 |
| " | 1845 | 5 | 124,000 | " | 1880 | 110 $\frac{1}{2}$ | Mort., (coupons) | 926,000 | 6 | " | " | 82 |
| " | 1849 | 5 | 83,000 | " | 1880 | 110 | Virginia and Tennessee: | | | | | |
| " | 1857 | 5 | 3,417,000 | " | 1886 | 116 | State (Va.) Loan | 1,000,000 | 6 | Jan. & July | Richmond | 1887 |
| " | 1858 | 5 | 1,470,000 | " | 1886 | 126 $\frac{1}{2}$ | 1st Mortgage | 500,000 | 6 | " | " | 80 |
| Phila., Wilmington and Baltimore: | | | | | | | 2d Mortgage | 1,000,000 | 6 | " | " | 20 |
| Mortgage Loan | 2,400,500 | 6 | Jan. & July | Philadelphia | 1884 | 131 | 2d M. (Enlarged Mortgage) | 1,000,000 | 6 | " | " | |
| Improvement | 88,500 | 6 | May & Nov. | Boston | 1863 | | Salt Works Br. Mort. due '58-'61 | 203,000 | 6 | " | " | |
| Pittsburg and Connellsville: | | | | | | | Warren (N. J.): | | | | | |
| 1st Mortgage (Turtle Cr. Div.) | 400,000 | 6 | Feb. & Aug. | New York | 1889 | | 1st Mortgage | 563,500 | 7 | Feb. & Aug. | New York | 1875 |
| Pittsburg, Ft. Wayne and Chicago: | | | | | | | 2d Mortgage | 60,000 | 7 | April & Oct. | New York | 1880 |
| 1st Mortgage (series A) | 875,000 | 7 | Jan. & July | New York | 1912 | | 3d Mortgage | 25,000 | 7 | Jan. & July | Chester | 1871 |
| " (series B) | 875,000 | 7 | Feb. & Aug. | " | 1912 | | Watertown and Rome: | | | | | |
| " (series C) | 875,000 | 7 | Mar. & Sept. | " | 1912 | | Mortgage (new bonds) | 800,000 | 7 | March & Sept. | New York | 1880 |
| " (series D) | 875,000 | 7 | April & Oct. | " | 1912 | | Sterling (£899,900) | 4,319,520 | 5 | April & Oct. | London | 1868-71 |
| " (series E) | 875,000 | 7 | May & Nov. | " | 1912 | | Dollar Bonds | 850,000 | 6 | " | Boston | 1875 |
| 2d " (series F) | 875,000 | 7 | June & Dec. | " | 1912 | | Albany City Bonds | 1,000,000 | 6 | Jan. & July | " | 106 |
| " (series G) | 860,000 | 7 | Jan. & July | " | 1912 | | Hudson & Boston R. R. Loan | 150,000 | 6 | June & Dec. | " | dem. |
| " (series H) | 860,000 | 7 | Feb. & Aug. | " | 1912 | | Elmira and Williamsport: | | | | | |
| " (series I) | 860,000 | 7 | Mar. & Sept. | " | 1912 | | 1st Mortgage | 1,000,000 | 7 | Jan. & July | Philadelphia | 1880 |
| " (series K) | 860,000 | 7 | April & Oct. | " | 1912 | | Wilmington and Manchester: | | | | | |
| " (series L) | 860,000 | 7 | May & Nov. | " | 1912 | | 1st Mortgage | 596,000 | 7 | May & Nov. | New York | 1866 |
| " (series M) | 860,000 | 7 | June & Dec. | " | 1912 | | 2d Mortgage | 200,000 | 7 | " | " | 69 $\frac{1}{2}$ |
| Bridge Bonds | 188,000 | 7 | May & Nov. | Philadelphia | 1876 | | Wilmington and Weldon: | | | | | |
| Chicago Depot Bonds | 297,763 | 6 | May & Nov. | Chicago | 1865 | | Mortgage, payable in England | 443,555 | 6 | Jan. & July | London | 1863 |
| " | 39,420 | 8 | May & Nov. | " | 1865 | | Sterling, issued in 1858 | 144,500 | 6 | " | " | 1868 |
| Pittsburg and Steubenville: | | | | | | | Company's endorsed by State. | 160,000 | 6 | | | 1873 |
| Mortgage | 500,000 | 7 | Feb. & Aug. | New York | 186 | | | | | | | |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in "italic."

| Years ending. | Railroad. | | Equipment. | | Companies. | Abstract of Balance Sheet. | | | | | | | | | | Earnings. | | | | | | | | | |
|---------------|------------|--------------------------|------------------------|--------------------------------|---|-----------------------------|------------|-----------------------|-----------|-----------|----------------------------|------------------------|---------------------------|----------------|--|--|---|-----------|------------|------------------|-----------|-----------|-----------|---|-----|
| | Main Line. | Lateral and Branch Lines | 2nd Track and Sidings. | Road in progress or projected. | | Railroad and Appurtenances. | Passenger. | Freight, etc. | Engines. | Cars. | Invested in foreign works. | Share Capital paid in. | Bonded and Mortgage Debt. | Floating Debt. | Total, incl. all other assets and liabilities. | Road operated, incl. road leased, etc. | Mileage run by locomotives with trains. | Gross. | Dividends. | Price of shares. | | | | | |
| 30 Jun. '50 | 50.0 | 50.0 | 19 | 19 | <i>Alabama and Florida</i> | 1,451,236 | * | * | * | * | 87,963 | 503,500 | 105,255 | 1,515,704 | 54,0 | 101,102 | 87,866 | | | | | | | | |
| 28 Feb. '59 | 30.3 | 58.1 | 2 | 2 | <i>Alabama and Mississippi</i> | 461,505 | 30,991 | | | | 325,010 | 109,500 | 21,632 | 518,965 | 30.3 | 55,791 | 31,852 | | | | | | | | |
| 31 May '60 | 109.6 | 57.8 | 11 | 9 | <i>Ala. and Tennessee Rivers</i> | 2,261,927 | 184,906 | | | | 1,067,006 | 777,777 | 240,486 | 2,476,023 | 109.6 | 207,626 | 111,232 | | | | | | | | |
| 30 Jun. '59 | 57.0 | 171.8 | | | <i>Mobile and Girard</i> | 1,500,000 | * | | | | | | | | | 57.0 | 236,791 | 76,773 | 21,006 | | | | | | |
| 1 Apr. '61 | 67.2 | 1 | 2 | 10 | <i>Mobile and Great Northern</i> | 590,216 | * | | | | 600,431 | | | 600,431 | | | | | | | | | | | |
| 1 May '61 | 469.8 | 13.5 | 49.4 | 40 | <i>Mobile and Ohio</i> | 12,000,000 | * | | | | | | | | | | 1,402,868 | 696,370 | | | | | | | |
| 29 Feb. '60 | 88.5 | 28.4 | | 23 | <i>Montgomery and West Point</i> | 1,538,718 | 427,265 | 100,000 | 1,419,769 | 922,622 | 23,579 | 2,582,506 | 116.9 | | | 506,166 | 260,269 | 6 | | | | | | | |
| 1 May '61 | 209.5 | | | | <i>North East and South West</i> | | | | | | | | | | | | | | | | | | | | |
| | | | | | ARKANSAS. | | | | | | | | | | | | | | | | | | | | |
| 30 Nov. '58 | 33.5 | 301.4 | | | <i>Cairo and Fulton</i> | | | | | | | | | | | | | | | | | | | | |
| | | 107.5 | | | <i>Memphis and Little Rock</i> | 563,877 | * | | | | 351,524 | 446,000 | 10,725 | 811,949 | | | | | | | | | | | |
| 30 Dec. '60 | 22.5 | | | | CALIFORNIA. | 1,493,850 | * | | | | 793,850 | 700,000 | | 1,493,850 | 23.5 | | 230,251 | 104,894 | | | | | | | |
| 1 Feb. '63 | 23.8 | 8.2 | 4 | 5 | <i>Danbury and Norwalk</i> | 344,476 | 66,483 | | | | 807,010 | 100,000 | | 418,522 | 28.8 | 47,301 | 61,546 | 36,019 | 5 | | | | | | |
| 30 Sep. '62 | 122.4 | 15.0 | 75.1 | 10 | <i>Hartford, Provid. and Fishkill</i> | 3,902,356 | 302,511 | | | | 1,936,740 | 2,037,500 | 211,574 | 4,445,884 | 122.4 | 229,088 | 301,402 | 126,918 | | | | | | | |
| 31 Aug. '63 | 61.4 | 1.6 | 64.5 | 18 | <i>Hartford and New Haven</i> | 3,260,095 | 254,000 | 141,706 | | | 2,350,000 | 927,000 | | 4,181,255 | 73.0 | 404,397 | 958,459 | 156,153 | 17 | 142 | | | | | |
| 31 Dec. '62 | 74.0 | 8.9 | 11 | 17 | <i>Housatonic (preferred)</i> | 2,489,775 | * | | | | 2,000,000 | 240,000 | 61,872 | 2,625,236 | 124.0 | | 284,485 | 70,187 | 4 | | | | | | |
| 31 Dec. '62 | 57.0 | 1.8 | 7 | 11 | <i>Naugatuck</i> | 1,210,869 | 200,000 | 11,860 | 1,031,800 | 358,060 | 26,924 | 1,564,661 | 62.0 | | 206,420 | 97,700 | 6 | | | | | | | | |
| 31 Dec. '62 | 62.0 | 2.6 | 8 | 12 | <i>N. Haven, N. London and Ston.</i> | 1,454,040 | * | | | | 738,588 | 750,000 | 156,420 | 1,944,987 | 62.0 | 127,390 | 135,072 | | | 117 | | | | | |
| 31 Dec. '62 | 76.9 | 8.8 | 7 | 8 | <i>New Haven and Northampton</i> | 1,774,465 | 38,023 | | | | 1,010,000 | 650,000 | | 1,512,476 | operated by N. Y. & N. H. | 4 | | | | | | | | | |
| 31 Dec. '62 | 66.0 | 5.9 | 7 | 7 | <i>New London Northern</i> | 677,552 | * | | | | 602,152 | 75,525 | | 696,527 | 66.0 | 166,906 | 151,751 | 38,766 | 5 | 90 | | | | | |
| 31 Mar. '63 | 61.8 | 1.0 | 63.8 | 28 | <i>New York and New Haven</i> | 4,648,832 | 712,496 | | | | 3,000,000 | 2,000,000 | | 5,754,362 | 117.4 | 618,810 | 1,086,437 | 494,096 | 12 | 121 | | | | | |
| 30 Nov. '62 | 59.4 | 7.0 | 8.5 | 15 | <i>Norwich and Worcester</i> | 2,468,983 | 149,711 | 214,100 | 2,122,600 | 799,300 | 9,298 | 3,064,367 | 66.4 | 294,173 | 353,664 | 188,927 | | 92 | | | | | | | |
| | | | | | DELAWARE. | 1,552,257 | | | | | 466,182 | 870,000 | 271,877 | 1,807,084 | 84.3 | 186,681 | 188,970 | 41,466 | | | | | | | |
| 31 Oct. '62 | 16.2 | | | | <i>Newcastle and Frenchtown</i> | 704,860 | | | | | 18,583 | 744,520 | 6,024 | 749,544 | 5.0 | | 27,288 | 10,290 | 9 | | | | | | |
| | | | | | FLORIDA. | 582,791 | 30,586 | | | | 191,485 | 196,000 | 75,894 | 619,112 | 32.0 | | 7,857 | 8,535 | | | | | | | |
| 30 Apr. '60 | 32.0 | 3.0 | 13.0 | 3 | <i>Florida and Alabama</i> | | | | | | | | | | | | | | | | | | | | |
| | | 5.0 | | | <i>Fla., Atlantic and Gulf Central</i> | | | | | | | | | | | | | | | | | | | | |
| | | 10.0 | 10.0 | 153.5 | <i>Pensacola and Georgia</i> | | | | | | | | | | | | | | | | | | | | |
| | | | | | GEORGIA. | 1,192,389 | * | | | | 1,250,000 | 126,000 | | 1,597,985 | 86.7 | | 418,080 | 265,827 | 8 | 125 | | | | | |
| | | | | | <i>Atlanta and West Point</i> | | | | | | 733,700 | 129,500 | | | | | | | | | | | | | |
| 31 Dec. '60 | 53.0 | 8.7 | 70.9 | | <i>Atlanta and Gulf—M. Trunk</i> | 1,032,200 | * | | | | 151,887 | | | | | | | 168,988 | 96,612 | | | | | | |
| 30 Apr. '60 | 45.5 | | 28.7 | | <i>Augusta and Savannah</i> | 755,000 | * | | | | 4,366,800 | 88,000 | | 6,590,173 | 229.0 | 879,468 | 1,715,025 | 764,574 | 10 | | | | | | |
| 30 Nov. '60 | 191.0 | | 53 | 62 | <i>Central of Georgia (and Bank)</i> | 4,366,800 | * | | | | 4,166,000 | 1,500,000 | 312,800 | 8,123,343 | 232.0 | 1,159,188 | 528,043 | 8 | 100 | | | | | | |
| 31 Mar. '60 | 171.0 | 61.0 | | | <i>Georgia (and Bank)</i> | 1,500,000 | * | | | | 774,244 | 102,534 | | 1,026,848 | 60.0 | | 202,714 | 110,516 | 8 | | | | | | |
| 31 July '59 | 50.0 | 7 | 2 | 107 | <i>Muscogee</i> | 1,386,634 | 52,374 | | | | 1,275,901 | 10,200 | 180,621 | 1,473,140 | 71.6 | | | | | | | | | | |
| 31 July '60 | 106.8 | 16.2 | 18 | 22 | <i>South Western</i> | 3,770,425 | | | | | 2,921,900 | 396,500 | 19,913 | 3,822,913 | 228.8 | | | | 388,853 | 18 | | | | | |
| 30 Sep. '59 | 188.0 | 52 | 24 | 706 | <i>Western and Atlantic</i> | 5,901,497 | * | | | | | | | | | | 532,843 | 464,541 | | | | | | | |
| | | | | | ILLINOIS. | 8,117,539 | * | | | | 4,244,222 | 4,100,000 | 157,877 | 8,721,057 | 281.0 | 976,381 | 1,225,001 | 457,794 | | 88 | | | | | |
| 31 Dec. '62 | 220.0 | 35 | 38 | 712 | <i>Chicago and Alton</i> | 6,444,452 | 1,490,361 | 4,438,510 | 5,738,640 | 610,594 | 5,788,000 | 988,000 | 762,365 | 189,085 | 2,050,065 | 45.0 | 14,100 | 248,282 | 13,179,500 | 263.0 | 1,303,146 | 2,412,821 | 1,206,039 | 8 | 123 |
| 30 Apr. '63 | 138.0 | 26.0 | 73 | 46 | <i>Chicago, Burlington and Quincy</i> | 6,14 | 101 | Chicago and Milwaukee | 1,799,894 | 67,899 | 988,000 | 762,365 | | 3,731,316 | 833,000 | 226,641 | 13,147,136 | 242.0 | | 1,083,054 | 448,503 | 484 | | | |
| 31 Dec. '62 | 45.0 | | 29.0 | 23 | <i>Brunswick and Florida</i> | 1,235,889 | | | | | 5,003,000 | 1,467,000 | | 5,003,000 | 580,000 | | 7,743,039 | 228.4 | 1,030,884 | 1,529,141 | 513,100 | 6 | 144 | | |
| 31 Dec. '62 | 191.0 | | 20.0 | 205 | <i>Chicago and Northwestern</i> | 1,235,889 | | | | | 6,028,400 | 3,835,000 | | 10,551,145 | 341.7 | 1,420,341 | 1,777,541 | 834,006 | 6 | 112 | | | | | |
| 31 May. '63 | 174.5 | 5.5 | 14.3 | 21 | <i>Galena and Chicago Union</i> | 8,108,705 | 1,311,917 | 248,560 | | | 1,648,561 | 2,350,000 | | 4,214,842 | 180.0 | | 742,097 | 377,476 | | 65 | | | | | |
| 31 Dec. '62 | 245.8 | 252.5 | 112 | 94 | <i>Great Western</i> | 27,675,671 | * | | | | 16,824,330 | 15,060,500 | | 36,071,630 | 708.3 | 2,561,192 | 3,445,827 | 1,870,723 | 4 | 127 | | | | | |
| | | | | | <i>Illinois Central</i> | | | | | | | | | | | | | | | | | | | | |
| | | | | | <i>Illinois River</i> | 81.5 | | | | | | | | | | | | | | | | | | | |
| | | | | | <i>Ohio and Mississippi</i> | 4,870,586 | * | | | | 1,780,295 | 3,392,403 | | | | | 148.0 | | | | | | | | |
| | | | | | <i>Peoria and Bureau Valley</i> | | | | | | 600,000 | | | | | | oper by Chic. & R. Is. | 125,000 | | | | | | | |
| | | | | | <i>Peoria and Hannibal</i> | 129.0 | | | | | 1,589,889 | 2,200,000 | | 1,589,889 | 2,200,000 | | | | | | | | | | |
| | | | | | <i>Peoria and Oquawka</i> | 186.0 | | | | | 800,000 | 1,200,000 | | 2,000,000 | 100.0 | oper by Chic. & R. Is. | 1,117,603 | 568,020 | 64 | | | | | | |
| 51 Dec. '62 | 100.0 | | | | <i>Quincy and Chicago</i> | 1,978,555 | * | | | | 800,000 | | | | | | | | | | | | | | |
| 51 Dec. '62 | 1.0 | | | | <i>Rock Island Bridge</i> | 10,400,000 | | | | | | | | | | | | | | | | | | | |
| 51 Dec. '62 | 189.0 | 14 | 12.2 | 31 | <i>St. Louis, Alton & Terre Haute</i> | 2,080,433 | * | | | | 1,106,879 | 1,006,125 | | | | | | | | | | | | | |
| | | | | | <i>Indiana.</i> | 29.0 | 73.0 | | | | | | | | | | | | | | | | | | |
| | | | | | <i>Cincinnati and Chicago</i> | 108.0 | | | | | | | | | | | | | | | | | | | |
| | | | | | <i>Cincinnati, Peru and Chicago</i> | 2,233,418 | * | | | | 2,750 | 988,000 | 1,219,100 | 51,772 | 2,283,748 | 109.0 | | 249,867 | 119,342 | | | | | | |
| 31 Aug. '57 | 109.0 | | | | <i>Evansville and Crawfordsville</i> | 1,667,039 | 274,081 | 26,641 | 611,050 | 1,254,500 | 15,900 | 2,102,761 | 109.0 | | | 442,892 | 158,541 | | | | | | | | |
| 31 Dec. '62 | 72.4 | | 19 | 1 | | | | | | | | | | | | | | | | | | | | | |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (----) signify "not ascertained." Land-Grant Railroads are in "italic."

| Years ending. | Railroad. | | | | | | | | | | Abstract of Balance Sheet. | | | | | | | | | | Earnings. | | | | | | | | | | | | | | | | | | | | |
|---------------|------------|------|------|------|-----|---------------------------|-------------------------------|--------------------------------|--------------|-----------|----------------------------|------------|------------|------------|-----------|-----------------------------|----------------|----------------------------|------------------------|---------------------------|----------------|--|--------|--|---------|---|------|--------|------|------|---|------------|---|------------------|---|---|---|---|---|---|---|
| | Main Line. | | | | | Lateral and Branch Lines. | | Road in progress or projected. | | | Equipment. | | Companies. | | | | | Property and Assets. | | | Liabilities. | | | Road operated, incl. road leased, etc. | | Mileage run by locomotives with trains. | | Gross. | | Net. | | Dividends. | | Price of shares. | | | | | | | |
| | M. | M. | M. | M. | M. | No. | No. | No. | No. | No. | M. | M. | M. | M. | M. | Railroad and Appurtenances. | Rolling Stock. | Invested in foreign works. | Share Capital paid in. | Bonded and Mortgage Debt. | Floating Debt. | Balance Total, incl. all other assets and liabilities. | M. | M. | Gd. Tk. | Loss. | 100. | 100. | 100. | 100. | | | | | | | | | | | |
| 30 Nov. '62 | 55.0 | — | — | — | — | 6 | 4 | 74 | Androscoggin | 1,050,000 | * | — | — | — | 151,833 | 444,638 | 205,584 | 757,381 | 36.5 | 76,844 | 79,761 | 43,461 | — | — | — | — | — | — | — | — | — | — | — | | | | | | | | |
| 30 Jun. '62 | 149.0 | — | 25.0 | 41 | 17 | 349 | Atlantic and St. Lawrence | 6,788,205 | 367,734 | — | — | — | — | — | 2,494,900 | 3,068,491 | 204,726 | 7,988,475 | 149.0 | oper. by | Gd. Tk. | — | — | — | — | — | — | — | — | — | — | — | — | | | | | | | | |
| 30 Jun. '62 | 125.0 | — | 2.0 | 4 | 3 | 45 | Bangor, Oldtown and Milford | 244,726 | — | — | — | — | — | — | 135,000 | 3,472,000 | 40,576 | 244,726 | 12.5 | 30,830 | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | | | | | |
| 30 Sep. '61 | 68.0 | 0.5 | 8.0 | 12 | 11 | 120 | Kennebec and Portland | 2,871,264 | — | — | — | — | — | — | 1,287,779 | — | — | 271,143 | 2,900,998 | 109.6 | 139,953 | 172,113 | 91,487 | — | — | — | — | — | — | — | — | — | — | — | — | | | | | | |
| 31 May. '62 | 99.7 | 0.5 | — | 18 | 20 | 231 | Maine Central | 4,211,878 | — | — | — | — | — | — | 21,925 | 1,050,860 | 3,068,491 | 139,952 | 4,259,303 | 109.2 | 186,240 | 823,032 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | | |
| 31 Dec. '59 | — | — | — | — | — | — | Penobscot | 328,412 | — | — | — | — | — | — | 778,014 | 180,497 | 300,000 | 76,000 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | | | | | | |
| 31 May. '62 | 61.3 | — | — | 10 | 4 | 108 | Portland, Saug and Portsmouth | 1,494,792 | — | — | — | — | — | — | 100,000 | 1,500,000 | — | 1,632,446 | 51.8 | 288,197 | 170,276 | 6 | 106 | — | — | — | — | — | — | — | — | — | — | — | — | | | | | | |
| 31 May. '62 | 37.0 | — | — | — | — | — | Somerset and Kennebec | 733,768 | — | — | — | — | — | — | — | 169,200 | 555,600 | — | 37.0 | — | 56,408 | 28,404 | — | — | — | — | — | — | — | — | — | — | — | — | | | | | | | |
| 31 May. '61 | 18.6 | — | — | 33.5 | — | — | York and Cumberland | 1,090,000 | — | — | — | — | — | — | — | 270,000 | 450,000 | 270,000 | 1,000,000 | 18.6 | — | 26,386 | — | — | — | — | — | — | — | — | — | — | — | — | | | | | | | |
| 30 Sep. '60 | 279.6 | 7.2 | — | 235 | 124 | 3,272 | Baltimore and Ohio | 21,314,042 | 3,604,731 | 3,579,907 | 13,118,902 | 10,781,833 | 586,070 | 31,341,011 | 268.8 | — | — | — | — | — | 3,922,203 | 2,305,788 | 6 | 103 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | |
| 30 Sep. '60 | 30.0 | — | 7 | 88 | 167 | — | Washington Branch | 1,650,000 | — | — | — | — | — | — | — | 1,650,000 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | | | | |
| 31 Dec. '62 | 128.0 | 4.0 | 16.4 | 51 | 28 | 1,547 | Northern Central | 7,635,000 | 774,568 | 466,133 | 2,260,000 | 5,150,000 | 402,054 | 9,886,621 | 156.5 | 940,558 | 1,920,641 | 927,341 | 45.2 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | | |
| MAINE. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | | | | | |
| 30 Nov. '62 | 21.2 | — | 2.1 | — | — | — | Berkshire | 500,000 | 100,000 | — | — | — | — | — | 600,000 | — | — | — | — | — | — | 42,000 | 42,000 | 7 | — | — | — | — | — | — | — | — | — | — | — | | | | | | |
| 30 Nov. '62 | 26.7 | 1.8 | 43.0 | 21 | 37 | 602 | Boston and Lowell | 2,245,148 | 133,345 | — | — | — | — | — | 1,830,000 | 440,000 | 21,046 | 2,755,815 | 70.9 | 336,565 | 421,969 | 126,191 | 61 | 106 | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | |
| 31 Mar. '63 | 74.8 | 8.8 | 51.1 | 33 | 72 | 484 | Boston and Maine | 3,980,350 | 404,463 | 496,903 | 4,076,974 | — | — | — | — | — | 5,026,336 | 119.8 | 630,840 | 946,980 | 450,302 | 8 | 126 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | |
| 30 Nov. '62 | 47.0 | 7.0 | 32.5 | 26 | 40 | 209 | Boston and Providence | 2,962,600 | 207,400 | — | — | — | — | — | 1,160,000 | 122,720 | — | 2,462,989 | 61.8 | 435,121 | 702,222 | 355,362 | 8 | 133 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | |
| 30 Nov. '62 | 44.0 | 24.0 | 60.1 | 30 | 65 | 273 | Boston and Worcester | 4,082,594 | 475,416 | 100,000 | 4,500,000 | 93,654 | — | — | — | — | — | 3,535,584 | 83.6 | 564,117 | 1,006,130 | 490,304 | 8 | 145 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | |
| 30 Nov. '62 | 46.0 | 1.1 | 2.7 | 7 | 15 | 102 | Cape Cod Branch | 907,760 | 123,866 | — | — | — | — | — | 681,654 | 141,600 | — | 1,086,074 | 47.1 | 75,219 | 102,927 | 50,058 | 24 | 624 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | |
| 30 Nov. '62 | 50.0 | 2.4 | 8.8 | 19 | 19 | 176 | Connecticut River | 1,614,388 | 176,558 | — | — | — | — | — | 1,591,100 | 250,000 | — | 1,901,919 | 52.4 | 170,018 | 268,182 | 133,854 | 6 | 105 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| 30 Nov. '62 | 44.2 | 30.5 | 25.2 | 26 | 54 | 413 | Eastern | 8,912,207 | 515,165 | 264,102 | 2,853,400 | 1,912,600 | 30,000 | — | — | — | — | — | 766,110 | 21.2 | 56,452 | 55,601 | 15,103 | 67 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | |
| 30 Nov. '62 | 19.9 | 1.3 | 3.8 | 23 | 36 | 646 | Fitchburg | 4,192,592 | 4,416 | — | — | — | — | — | 3,540,000 | 2,725,722 | 58,846 | 239,722 | 26.4 | 33,739 | 38,588 | 4,619 | 6 | 105 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| 30 Nov. '62 | 20.0 | 2.5 | 4.4 | 26 | 40 | 38 | Fitchburg and Worcester | 234,774 | 40,226 | — | — | — | — | — | 219,826 | 64,100 | 5,846 | 28,745 | 27,424 | 16,344 | 1,233 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | |
| 30 Nov. '62 | 29.8 | 3.0 | 5.5 | 2 | 5 | — | Hampshire and Hampden | 577,963 | 28,748 | — | — | — | — | — | 292,951 | 303,014 | — | 606,681 | 29.8 | 27,424 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | |
| 30 Nov. '62 | 12.4 | 2.8 | 2.8 | 26 | 28 | 28 | Lowell and Lawrence | 332,885 | 30,275 | — | — | — | — | — | 200,000 | 75,000 | 11,752 | 367,182 | 12.4 | — | 21,780 | 21,780 | 6 | 125 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| 30 Nov. '62 | 14.5 | 1.7 | 1.7 | 11 | 10 | 11 | Michigan Central | 1,409,086 | 262,815 | — | — | — | — | — | 1,600,000 | 97,000 | — | 1,697,000 | 44.4 | 2,170,170 | 327,457 | 161,357 | 8 | 128 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 30 Nov. '62 | 18.7 | 0.7 | — | 1 | 1 | 1 | Pittsfield & N. Adams, guar. | 4,912,380 | 11,247 | — | — | — | — | — | 450,000 | — | — | 4,171,740 | 102.1 | 388,585 | 580,000 | 312,081 | 6 | 117 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 30 Nov. '62 | 18.4 | 1.0 | 14.9 | 13 | 18 | 18 | Providence and Worcester | 1,619,726 | 231.0 | — | — | — | — | — | 1,620,000 | 97,000 | — | 1,697,000 | 44.4 | 2,170,170 | 327,457 | 161,357 | 4 | 110 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 30 Nov. '62 | 16.9 | 1.7 | — | 98 | 85 | 85 | Michigan Central | 13,865,576 | 28.4 | — | — | — | — | — | 6,057,436 | 7,989,489 | — | 14,834,955 | 329.8 | 1,448,558 | 2,946,500 | 1,674,200 | 8 | 133 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 31 Mar. '63 | 246.0 | — | — | 83 | 110 | 1,108 | Michigan Central | 13,613,624 | 231.0 | — | — | — | — | — | 9,018,200 | 9,527,078 | — | 18,545,275 | 527.0 | 2,060,637 | 2,813,831 | 1,481,276 | 88 | 88 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | 89.8 | Port Huron and Milwaukee | — | — | — | — | — | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies Running costs (----) signify "not ascertained." Land-Grant Railroads are in *italics*.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

Asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (----) signify "not ascertained." Land-Grant Railroads are in "italics."

| Years ending* | Railroad. | | | | | | | | Equipment. | | | | | | | | Abstract of Balance Sheet. | | | | | | | | | | | | Earnings. | | | | | | | | | | | | | | | |
|----------------------------|------------|-------|------|-------|--------------------------|-----|------------------------|-----|--------------------------------|-----|-------|-----|-----|-----|------------|-----|----------------------------|-----|-----|-----|-----|-----|----------------------|-----|-----|-----|--------------|-----|-----------|-----|--|-----|--|-----|---|---|--------|--|------|--|------------|--|------------------|--|
| | Main Line. | | | | Lateral and Branch Line. | | 2nd Track and Sidings. | | Road in progress or projected. | | Cars. | | | | Companies. | | | | | | | | Property and Assets. | | | | Liabilities. | | | | Balance Total, including all other assets and liabilities. | | Road operated, incl. road leased, etc. | | Mileage run by locomotives with trains. | | Gross. | | Net. | | Dividends. | | Price of shares. | |
| | M. | M. | M. | M. | M. | M. | No. | No. | No. | No. | No. | No. | No. | No. | No. | No. | No. | No. | No. | No. | No. | No. | No. | No. | No. | No. | No. | No. | No. | No. | No. | No. | No. | No. | No. | | | | | | | | | |
| 31 Oct. '62 | 28.2 | — | 1.9 | — | 37 | 110 | 630 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | | | | | | | |
| 31 Oct. '62 | 95.9 | — | 34.8 | — | 37 | 110 | 630 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | | | | | | | |
| 31 Oct. '62 | 59.5 | — | 6.4 | 80.5 | 10 | 14 | 63 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | | | | | | |
| 31 Dec. '62 | 468.3 | — | 59.7 | — | 121 | 61 | 1,312 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | | | | | | |
| 31 Oct. '62 | 54.0 | — | 1.1 | 5.6 | — | 7 | 4 | 66 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | | | | | |
| 31 Oct. '62 | 9.8 | 15.2 | 16.0 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | | | | | |
| 31 Oct. '62 | 28.0 | — | 6.2 | — | 5 | 1 | 439 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | | | | | |
| 31 Oct. '62 | 29.6 | — | 2.5 | — | 4 | 101 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | | | | | |
| 31 Dec. '62 | 26.4 | — | 3.0 | — | 5 | 11 | 23 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | | | | | |
| PENNSYLVANIA, (Continued.) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 31 Oct. '62 | 28.2 | — | 1.9 | — | 37 | 110 | 630 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | | | | | | |
| 31 Oct. '62 | 95.9 | — | 34.8 | — | 37 | 110 | 630 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | | | | | | |
| 31 Oct. '62 | 59.5 | — | 6.4 | 80.5 | 10 | 14 | 63 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | | | | | | |
| 31 Dec. '62 | 468.3 | — | 59.7 | — | 121 | 61 | 1,312 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | | | | | | |
| 31 Oct. '62 | 54.0 | — | 1.1 | 5.6 | — | 7 | 4 | 66 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | | | | | |
| 31 Oct. '62 | 9.8 | 15.2 | 16.0 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | | | | | |
| 31 Oct. '62 | 28.0 | — | 6.2 | — | 5 | 1 | 439 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | | | | | |
| 31 Oct. '62 | 29.6 | — | 2.5 | — | 4 | 101 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | | | | | |
| 31 Dec. '62 | 26.4 | — | 3.0 | — | 5 | 11 | 23 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | | | | | |
| RHODE ISLAND. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 31 Aug. '63 | 50.0 | — | 2.0 | — | 12 | 17 | 103 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | | | | | |
| 30 Nov. '62 | 13.6 | — | 0.5 | — | 4 | 8 | 7 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | | | | | |
| SOUTH CAROLINA. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 31 Dec. '58 | 18.2 | 1.6 | — | 182.4 | 2 | — | 26 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | | | | | |
| 31 Dec. '58 | 54.9 | — | — | 47.4 | 4 | 3 | — | 26 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | | | | | |
| 31 Dec. '58 | 109.6 | — | 8.0 | — | 10 | 10 | 128 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | | | | | |
| — | — | 40.3 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | | | | | |
| — | — | 149.2 | 21.8 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | | | | | |
| 31 Aug. '58 | 22.5 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | | | | | |
| 31 July '58 | 82.0 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | | | | | |
| 31 Feb. '59 | 102.0 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | | | | | |
| 31 July '58 | 25.1 | — | 41.9 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | | | | | |
| TENNESSEE. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 31 Aug. '60 | 47.6 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | | | | | |
| 31 Aug. '60 | — | — | 17.0 | 2 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | | | | | |
| 31 Aug. '60 | 30.0 | — | 1.8 | — | 12 | 10 | 171 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | | | | | | | |
| 31 Aug. '60 | 140.0 | — | 8.0 | — | 10 | 10 | 128 | — | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

AMERICAN RAILROAD JOURNAL.

131

New York Stock Exchange.

Actual Sale Prices for the week ending January 27.

Th. 21. F. 22. Sat. 23. M. 25. Tu. 26. W. 27.

| | | | | | | |
|----------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| American Coal Co. | 98 | — | — | — | — | — |
| Buffalo, N. Y. & E. 1M. | 104 | — | — | — | — | — |
| California 7s | — | 124 | — | — | — | — |
| Canton Co. | 35 $\frac{1}{2}$ | 36 $\frac{1}{2}$ | 39 $\frac{1}{2}$ | 38 $\frac{1}{2}$ | 38 $\frac{1}{2}$ | — |
| Central Am. Transit | 38 | 37 | 36 | 36 | — | — |
| Chicago & Alton | 86 | 88 $\frac{1}{2}$ | 89 | 87 $\frac{1}{2}$ | 86 $\frac{1}{2}$ | 88 |
| “ “ pref. 94 | 95 | — | 96 $\frac{1}{2}$ | 96 | 96 | — |
| “ “ 1M. | — | — | — | 100 $\frac{1}{2}$ | — | — |
| “ “ Inc. b'ds. | — | — | — | — | — | — |
| Chicago, Burl. & Q. | 126 | 125 | 125 | — | 126 | — |
| “ “ 8p.c. | — | — | — | — | — | — |
| Chic. & Northwest'n. | 50 | 49 $\frac{1}{2}$ | 48 | 48 $\frac{1}{2}$ | 48 | 48 $\frac{1}{2}$ |
| “ “ pref. 67 | 68 | — | 68 | — | 68 | — |
| “ “ 1st M. 93 $\frac{1}{2}$ | 94 | — | 94 | 95 | — | — |
| “ “ 2d M. 79 $\frac{1}{2}$ | 77 $\frac{1}{2}$ | — | 76 $\frac{1}{2}$ | — | — | — |
| “ “ S. F. | — | — | — | — | — | — |
| “ “ A. B. | — | — | — | — | — | — |
| “ “ 1. B. | 95 | — | — | — | — | — |
| Chicago & Rock Isl. | 148 | 149 | 146 | 143 | 144 | — |
| “ “ 1st M. '70 | — | — | — | — | — | — |
| Clev. Col. and Cin. | — | — | — | — | — | — |
| Clev. and Pittsburg | 119 $\frac{1}{2}$ | 117 | 114 $\frac{1}{2}$ | 110 $\frac{1}{2}$ | 111 | — |
| “ “ 1 M. | 103 | 103 | — | — | — | — |
| “ “ 2 M. | — | — | — | — | — | — |
| “ “ 3 M. | — | — | — | — | — | — |
| “ “ 4 M. | — | — | — | — | — | — |
| Clev. and Toledo | 140 | 139 $\frac{1}{2}$ | 138 $\frac{1}{2}$ | 138 $\frac{1}{2}$ | 137 | — |
| “ “ S. F. 7p.c. 107 | — | 108 | — | — | — | — |
| Cumberland Coal, pref. 48 | 48 $\frac{1}{2}$ | 50 | 49 $\frac{1}{2}$ | 48 $\frac{1}{2}$ | 50 | — |
| Del. & Hudson Canal | 176 | — | — | 177 | 177 | — |
| Del. Lack. & West. | — | — | — | — | — | — |
| “ “ 1M. 8p.c. 71-6 | — | — | — | — | — | — |
| “ “ 2M. 8p.c. 81 | — | — | — | — | — | — |
| Erie | — | 108 $\frac{1}{2}$ | 108 $\frac{1}{2}$ | 108 $\frac{1}{2}$ | 107 $\frac{1}{2}$ | 107 $\frac{1}{2}$ |
| “ “ pref. 104 $\frac{1}{2}$ | 102 $\frac{1}{2}$ | 102 $\frac{1}{2}$ | 102 $\frac{1}{2}$ | 101 $\frac{1}{2}$ | 102 | — |
| “ “ 1M. 7p.c. 67 | — | — | — | — | — | — |
| “ “ 2 M. 7p.c. 79 | — | 118 | — | 112 | — | — |
| “ “ 3 M. 7p.c. 88 | — | — | 112 | — | — | — |
| “ “ 4 M. 7p.c. 80 | 110 $\frac{1}{2}$ | — | — | — | — | — |
| “ “ 5 M. 7p.c. 88 | 110 $\frac{1}{2}$ | — | 110 | — | — | — |
| Galena and Chicago | 115 $\frac{1}{2}$ | 115 $\frac{1}{2}$ | 114 $\frac{1}{2}$ | 113 | 111 | 112 $\frac{1}{2}$ |
| “ “ 1M. 7p.c. 63 | — | — | — | — | — | — |
| “ “ 2M. 7p.c. 75 | — | — | — | — | — | — |
| “ “ 1M. Ex. '82 | — | — | 112 | — | — | — |
| Hann. & St. Jo. pref. | — | — | — | — | — | — |
| “ “ bonds | — | — | — | — | — | — |
| Hudson River | 143 | 141 | 141 | 139 $\frac{1}{2}$ | 138 $\frac{1}{2}$ | 139 $\frac{1}{2}$ |
| “ “ scrip. | — | 94 | 93 | — | — | — |
| “ “ 1M. 7p.c. 69 | — | — | — | — | — | — |
| “ “ 2M. S. F. | — | — | — | — | — | — |
| “ “ 3M. 7p.c. 75 | — | — | — | — | — | — |
| “ “ conv. bonds | — | — | — | — | — | — |
| Illinois Central scrip. | 130 $\frac{1}{2}$ | 130 $\frac{1}{2}$ | 129 $\frac{1}{2}$ | 126 | 127 $\frac{1}{2}$ | — |
| “ “ full stock. | — | 118 | 117 | 114 | — | — |
| “ “ Can. b'ds. | 119 | 119 | 115 | — | — | — |
| “ “ bonds | 121 | 121 | — | 122 | — | — |
| Marietta & Cin. 1st pref. 65 | 64 $\frac{1}{2}$ | — | — | — | — | — |
| “ “ 2d “ | — | — | — | — | — | — |
| Mariposa Mining Co. | 30 $\frac{1}{2}$ | 30 | 25 | 27 | 26 | — |
| Michigan Central | 138 | 138 $\frac{1}{2}$ | 138 $\frac{1}{2}$ | 130 | 133 $\frac{1}{2}$ | — |
| “ “ SF. 8p.c. 82 | — | 121 | — | — | — | — |
| “ “ conv. 8p.c. 69 | — | — | — | — | — | — |
| M. S. and N. I. 87 $\frac{1}{2}$ | 89 | 89 | 88 | 87 $\frac{1}{2}$ | 88 | — |
| “ “ guard. | 134 | — | — | 133 | — | — |
| “ “ 1M. S. F. | — | — | — | 109 | — | — |
| “ “ 2 M. | 104 $\frac{1}{2}$ | — | — | — | — | — |
| Mil. and P. du Chien | 61 $\frac{1}{2}$ | — | 59 | 60 $\frac{1}{2}$ | 58 | — |
| “ “ 1st pref. | — | — | — | — | — | — |
| “ “ 2d pref. | — | — | — | — | — | — |
| “ “ 1st M. | — | — | — | — | — | — |
| Minnesota Mining Co. | 71 | — | 70 | 71 | 71 | — |
| Miss. & Mo. | 45 | 43 | 40 $\frac{1}{2}$ | — | 47 $\frac{1}{2}$ | — |
| “ “ L.G. bonds | 62 | — | — | — | — | — |
| Missouri 6s | — | 68 $\frac{1}{2}$ | — | 68 $\frac{1}{2}$ | — | — |
| “ “ iss. to H. & St. J. R. | 84 $\frac{1}{2}$ | — | — | — | — | — |
| N. J. Central 1st M. | — | — | — | — | — | — |
| “ “ 2d M. | — | — | — | — | — | — |
| New York Central | 137 | 137 $\frac{1}{2}$ | 136 $\frac{1}{2}$ | 134 $\frac{1}{2}$ | 137 $\frac{1}{2}$ | — |
| “ “ 7s. 1834 | — | — | — | — | — | — |
| “ “ 7s. S. F. '76 | — | — | 117 $\frac{1}{2}$ | — | — | — |
| “ “ 7s. conv. '76 | — | — | — | — | — | — |
| “ “ 6s. S. F. '83 | 108 | — | 106 | — | — | — |
| N. York & Harlem | 96 | 96 | 99 | 99 | 99 | 105 |
| “ “ pref. 105 | — | — | — | — | — | — |
| “ “ 1M. 7p.c. 73 | 105 $\frac{1}{2}$ | — | 108 | — | — | — |
| “ “ 2M. 7p.c. 64 | — | — | — | — | — | — |
| “ “ 3M. 7p.c. 67 | — | — | — | — | — | — |
| Norwich & Worcester | — | 92 | — | — | — | — |
| Ohio & Miss. cor. | 36 $\frac{1}{2}$ | 37 | 37 | 36 $\frac{1}{2}$ | 36 $\frac{1}{2}$ | — |
| Pacific Mail S. B. Co. | 221 | 221 $\frac{1}{2}$ | 229 $\frac{1}{2}$ | 229 | — | 226 |
| Panama | 222 | — | — | — | — | — |
| Penn's Coal Co. | — | — | — | — | — | — |
| Phila. and Reading | 117 | 116 $\frac{1}{2}$ | 116 $\frac{1}{2}$ | 116 $\frac{1}{2}$ | 116 | — |
| Pitts. Ft. W. & Chicago | 87 $\frac{1}{2}$ | 87 $\frac{1}{2}$ | 87 $\frac{1}{2}$ | 86 $\frac{1}{2}$ | 87 | 87 $\frac{1}{2}$ |
| “ “ 1M. — | — | — | — | 100 $\frac{1}{2}$ | — | — |
| “ “ 2M. — | — | — | — | — | — | — |
| “ “ 3M. 88 | 87 $\frac{1}{2}$ | — | — | — | — | — |
| Quicksilver Mining Co. | 56 $\frac{1}{2}$ | 56 | 55 $\frac{1}{2}$ | 54 $\frac{1}{2}$ | 49 | — |
| St. L. Alton & T. H. | 63 | 63 | 64 $\frac{1}{2}$ | 64 | 62 | 64 $\frac{1}{2}$ |
| “ “ pref. 77 | 77 | — | 75 | — | — | — |
| “ “ 1M. — | — | — | 101 | — | — | — |
| “ “ 2M. pref. | — | 91 $\frac{1}{2}$ | — | — | — | — |
| “ “ Inc. b'ds. 82 $\frac{1}{2}$ | — | — | — | — | — | — |
| Tennessee 6s. 1890 | — | 57 $\frac{1}{2}$ | — | — | — | — |
| Toledo & Wabash | 61 | — | 59 $\frac{1}{2}$ | 60 $\frac{1}{2}$ | 57 $\frac{1}{2}$ | — |
| “ “ Pref. 73 | — | — | — | — | — | — |
| “ “ 1M. ex. | 102 $\frac{1}{2}$ | 101 $\frac{1}{2}$ | — | 101 | — | — |
| “ “ 2M. 86 $\frac{1}{2}$ | 86 | 86 | — | — | — | — |
| “ “ Int'l b'ds. | — | — | — | — | — | — |
| Virginia 6s. | — | — | — | — | — | — |

New York Stock Exchange.

Actual Sale Prices for the week ending January 27.

Th. 21. F. 22. Sat. 23. M. 25. Tu. 26. W. 27.

| | | | | | | |
|---|-------------------|-------------------|------------------|-------------------|-------------------|-----|
| FEDERAL STOCKS: | — | — | — | — | — | — |
| U. S. 5s. 1871, reg. | — | — | — | — | 96 | — |
| U. S. 5s. 1871, coup. | — | — | — | — | — | — |
| U. S. 5s. 1874, reg. | — | — | — | — | 100 | — |
| U. S. 5s. 1866, coup. | — | — | — | — | — | — |
| U. S. 5s. 1 year certif. | — | — | — | — | — | — |
| U. S. 6s. " new 97 $\frac{1}{2}$ | 97 $\frac{1}{2}$ | 97 $\frac{1}{2}$ | 97 $\frac{1}{2}$ | 97 $\frac{1}{2}$ | 97 $\frac{1}{2}$ | — |
| U. S. 6s. 5-20s, coupon 102 $\frac{1}{2}$ | 103 | 104 $\frac{1}{2}$ | 104 | 103 $\frac{1}{2}$ | 103 $\frac{1}{2}$ | — |
| U. S. 6s. " reg. | — | — | — | — | 107 $\frac{1}{2}$ | — |
| 7.30 Notes, Feb. & Aug. | — | — | — | — | 107 $\frac{1}{2}$ | — |
| American Gold | 156 $\frac{1}{2}$ | 156 $\frac{1}{2}$ | 156 | 157 $\frac{1}{2}$ | 158 | 157 |

Boston Stock Exchange.

Actual Sale Prices for the week ending January 27.

Th. 21. F. 22. Sat. 23. M. 25. Tu. 26. W. 27.

| | | | | | | |
|------------------------|-------------------|-------------------|------------------|-----|-------------------|-------------------|
| Boston and Lowell | 103 | 103 | — | — | — | — |
| Boston and Maine | 120 | — | — | — | — | — |
| Boston and Providence | 133 $\frac{1}{2}$ | — | — | — | — | — |
| Boston and Worcester | 140 | — | 147 | — | 146 | — |
| Chester, pref. | 48 | — | — | — | — | — |
| Concord | 62 | — | — | — | — | — |
| Connecticut River | — | — | — | — | — | — |
| Eastern, Mass. | 97 | — | 97 | — | 97 $\frac{1}{2}$ | — |
| Eastern, N. H. | 96 $\frac{1}{2}$ | — | 96 $\frac{1}{2}$ | — | 97 $\frac{1}{2}$ | — |
| Fitchburg | 115 $\frac{1}{2}$ | — | 116 | 116 | 114 | — |
| Manchester & Lawrence | 116 | — | 116 | — | 116 | — |
| Michigan Central | — | — | — | — | — | — |
| Northern, N. H. | 72 | — | — | — | — | — |
| Old Colony and Fall R. | 118 $\frac{1}{2}$ | 117 $\frac{1}{2}$ | 116 | 116 | 117 | — |
| Ph. Wil. & Baltimore | 67 $\frac{1}{2}$ | — | 67 $\frac{1}{2}$ | — | 67 $\frac{1}{2}$ | — |
| Portl'd, Saco & Portl. | — | — | — | — | 103 $\frac{1}{2}$ | 106 $\frac{1}{2}$ |
| Vermont & Canada | 156 | 160 | — | — | 158 | — |
| Vermont & Mass. | 40 | 39 | 40 | 40 | 39 $\frac{1}{2}$ | 39 $\frac{1}{2}$ |
| Western | 144 | — | — | — | 146 | — |
| Broadway (Horse) | — | — | — | — | — | — |
| Cambridge | — | — | — | — | — | — |
| Metropolitan | 67 $\frac{1}{2}$ | 66 | — | — | 69 | — |
| Middlesex | 93 | — | — | — | — | — |
| Central Mining Co. | — | — | — | — | — | — |
| Franklin | 48 $\frac{1}{2}$ | 48 $\frac{1}{2}$ | — | —</ | | |

merely the convenient instruments to perpetuate power in the hands of a few at the expense of the many. In Europe there is no particular purpose in Government but this. All its policy at this moment turns upon the private interests of four or five persons, as for example, the Emperor of France, the Emperor of Austria, the King of Prussia, the King of Denmark and some of the petty princes who claim by divine right the smaller inheritances of duchies and principalities. Now it is impossible that any system can be permanently prosperous and peaceful where such influences involve millions of subjects in war, without their consent, and large expenditures of money, and this taken from populations already poor by former as well as present exactions. There is not one of the principal countries in Europe which really has any surplus moneys in its treasury, or is ever likely to pay off its national debt as we twice have done. On the contrary, we are yet in our infancy, have never known till now what taxation really is, possess a growing vigor and strength, have continental power and resources, gold and silver in measureless quantities, and the most energetic, industrious and daring population in the world, enjoying the greatest contentment. The engagements of such a nation as ours must stand in the front rank of securities, and nothing remains but to conclude the war, and they will stand at the head of the stock lists in any commercial mart of the world. The conviction of their value will increase with our successes, of which the nations whether they like it or not, will have to be the witnesses. We therefore look to such a demand for our national securities as will raise their price, and by-and-by shift amounts of specie from the old to the new world in sufficient quantities to make our currency equivalent to gold.

Besides all this, we must not forget that the Money Market of London and Paris continues in an unusual state of disturbance. The Bank of England is again losing its bullion reserves, and the Bank of France is compelled to issue fifty franc bills to mitigate the pressure upon its metallic resources.

The latest arrivals bring us the news of an increased stringency in money in the principal European capitals. The drain of specie to the East is enormous, and as we think we showed in the last number of the JOURNAL, on English authority, cannot be easily met. There are no four hundred millions of dollars within the control of the cotton speculators, to liquidate and pay their Indian and Egyptian contracts. All that can be spared even for Brazil, which is a creditor country of England at this moment, taxes the financial ability of the English houses in that trade, and what they export in specie there does not come back.

Then again the affair of the Duchies grows more serious, and it is the opinion of the leading foreign journals that a war is at hand, which by its combinations will end in a general one. As Europe thus plunges once more into bloodshed and expenditure for the support of dynastic interests, we are emerging from our trials with unabated strength and resolution. To say that this will not bear upon the question of our national stability and credit, is to ignore every principle which actuates the business conduct and calculations of men.

The relations of gold to our currency are the only embarrassing ones with which we have really to deal. It may be pertinaciously insisted by the London *Times*, for the sake of depreciating our industrial strength, that we have lost half a million of our brave men in the field, but the officially stated fact is, that the whole number killed in battle is less than 30,000, and if we add to those permanently disabled by wounds, a hundred thousand more, we must remember that the foreign immigration the past year has more than made up those losses, and a still larger number of our native born have emerged from youth to manhood, and stepped forward to take their place among the industrious and producing classes.

We have as it were taken a bond of fate to indemnify us for all our losses, personal, pecuniary and political, and must come out of this contest, as no other nation ever did from any of their own.

Gold has risen and fallen the last week, and as a commodity, will fluctuate with the supply and demand. No doubt the agents of the foreign bankers have instructions to send abroad every dollar they can raise, and we believe they are stretching their credit to do so. This is the only country from which gold can be readily and promptly obtained by foreign merchants and bankers, or where the surplus, and often useless products of other countries, and even the refuse of their mills can be disposed of for cash. The readiness to buy on our part is an indication of the plentifulness of money, the enlarging tastes and wants of our people, natural to a condition of unprecedented prosperity, and the prevailing desire of all classes to enjoy their money's worth, and make the most of life.

It has been rumored that Mr. Chase has proposed a plan of permitting importers to pay their duties in currency, to be taken by the Treasurer at its market equivalent for gold. So that the Treasury will be in fact a seller of gold, fixing the price to the importers at the daily rates. This is a proposition which it was our chance to suggest to Mr. Chase nearly a year ago. The effect, however, is not fully determinable, for while it would lessen the street demand for the article, it would also leave a smaller sum to manage in the hands of the combination which now keeps up the price, and make it more easy to be handled, to the disadvantage of buyers for exportation. To this it may be replied, that the Secretary of the Treasury having the largest quantity on hand, and thus the power to undersell the street, could break down the prices at its pleasure, and having broken them down, could repurchase for the purpose of providing for its interest at rates even lower than those at which it commuted with the duty paying importers. There is not a particle of doubt, that if the associated banks in this city chose to do so, they could at any time by suddenly putting five or ten millions of gold on the street, break down the price and buy in again at rates to ensure a large profit. If this plan was once adopted, no outside combination could possibly maintain itself in keeping up the present prices. Money continues to be dear, and balances are carried by the stock operators at often as high a rate as 1 per cent. a month. All this we think a favorable symptom of a return to an equalization of our currency to specie.

We have previously noticed the singular fact, that the banks have held more specie than legal tenders, so that the inflation is in this instance purely a theoretical one. It is also worthy of notice that the price currents of provisions, and many staple articles in the Western cities are not more than a half, or two-thirds, of what we pay for them here. This is particularly true of the great Western City of Cincinnati, and it is evident therefore, the currency has not been inflated much there, as the prices quoted are in some cases no greater than they were when gold was the standard.

The Share Market has been feverish, yet the general tendency in railways is upward. The leading roads are doing so well and their condition appears to be so stable, that the public confidence in their future appears to be unabated. Thus we see whatever may be the temporary decline in the price in the street, there generally comes a rally which takes them back again to their previous rates. It is understood that the one year legal tender notes are shortly to make their appearance. They are to bear 5 per cent. interest, payable at the end of the year. These notes are to be paid out directly on the disbursements of the Government, because the small denominations of greenbacks are very difficult to be had. The new National bank notes without reference to their locality, are also being paid out by the Government when obtainable in small denominations. The condition of the Treasury is strong, its balances here being \$27,000,000 in currency, and \$15,000,000 in gold.

The demand for money is active. Exchange for the Wednesday steamer was 171-72, which is relatively lower than gold at 157, 158, thus showing that there are parties here who will sell exchange whether at a profit or not, doubtless the result of instructions from abroad. Our exports for the last week ending on Tuesday were \$2,753,412 against \$4,235,591 the same week last year, and \$2,009,767 same week in 1862.

Our readers will find an interesting table in this week's issue, giving the details of our commerce with Brazil, from 1821 to 1861.

It appears that in 1850, the most favorable year for us, we exported to that country in values, \$6,280,255, and imported \$21,214,803. There is no doubt that with steam communication we could largely increase our exports, since there has arisen an unusual demand in Brazil for our manufactures of the metals, agricultural implements and machines, owing to the rapid extension of the area and improvement of its cotton, sugar, and coffee lands. The present ruler of Brazil is very anxious to have closer commercial relations with the United States than ever, since his difficulties with England. All we have to do is to place four of our fastest wooden navy steamers on the route between New York and Rio, and the current of correspondence and trade would set in our favor. It is useless, however, to recommend any such measures to a Congress absorbed in political squabbles.

We are pleased to announce that the whole amount of the five hundred millions of 5-20's has been taken up, almost entirely by the people of this country, and indeed a surplus was subscribed which could not be supplied, to the extent of sixteen millions of dollars. They are quoted at

108 $\frac{1}{2}$, a proof of popular confidence worthy of notice, and very suggestive of our financial strength. It is not yet determined by the State of Pennsylvania, whether the interest due on its public debt on the 1st of February shall be paid in gold or currency. Our own State has discriminated in similar cases by paying foreign holders in coin. We think it would be a wise policy in our sister State to follow this example. The loss of the premium to be paid, is nothing in comparison with the importance of sustaining its credit abroad, as it will afford another proof of the good faith which the North at least, has hitherto preserved with our foreign creditors.

The Connecticut war loan of \$2,000,000, has been awarded at 101 for the whole amount to M. Ketchum & Co. Portions of the subscription were made at better rates, and some dissatisfaction is naturally expressed at the award.

The banks of this city which have hitherto refused to pay the State tax on their capitals, under the claim of exemption by a law of Congress, which released from taxation the capital of those invested in United States stocks, have been compelled to pay up under a compulsory process issued by our tax commissioners, supported by a recent law of our State Legislature and a decision of the Supreme Court. The payment has, however, been made under protest, to await the decision of the Court of Appeals where the question yet remains for a final decision.

A bill has been introduced into the House of Assembly, authorizing a consolidation of the Harlem and Central Railroads, and it is said on the suggestion of the former only. We have frequently pointed out the immense advantage this would be to both companies, as it will give them a continuous and great trunk line, and no doubt be a profitable arrangement for both.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:-

New York.-Illinois War Loan, 99@100 $\frac{1}{4}$; Brooklyn City 6s Water Loan, 106 $\frac{1}{2}$; McGregor Western 1st mort., 91@93; Illinois coupon 6s, 1879, 100 $\frac{1}{2}$; North Carolina 6s, 50; Kentucky 6s, 100; N. Y. City 6s, 1887, 108; Atlantic and Great Western 1st mort., (Ohio div.) 94; N. Y. Central 6s, 1887, 108; Peninsular R. R. 1st mort., 80; Wyoming Valley Coal, ex. div., 82; Bucks Co. Lead, 1 $\frac{1}{2}$; Quartz Hill Mining, 9@10 $\frac{1}{2}$; Copake Iron Mines, 11 $\frac{1}{4}$ @12 $\frac{1}{2}$; Merchants' Bank, 106; National Bank, 104; Bank of Commerce, 101 $\frac{1}{4}$; American Exchange Bank, 108 $\frac{1}{4}$; St. Nicholas Bank, 101 $\frac{1}{2}$; Mechanics' Bank, 111 $\frac{1}{2}$; City Bank, 145; Mechanics Banking Ass., 100; Market Bank, 102; Chatham Bank, 102; Importers and Traders' Bank, 100 $\frac{1}{2}$; Hanover Bank, 98; Continental Bank, 100 $\frac{1}{4}$; Park Bank, 125; New Haven and Hartford R. R., 200.

Philadelphia.-Elmira Chatte 5s, 75 $\frac{1}{2}$; Cleveland and Mahoning 7s, 100 $\frac{1}{2}$; Chester Valley, 5 $\frac{1}{2}$; Huntington and Broad Top, 30; do., scrip, 75; Camden and Amboy mort. 6s, 105; 10th and 11th streets, R. R., 50; 13th and 15th streets, 34; 17th and 19th streets, 11 $\frac{1}{4}$; West Philadelphia R. R., 70 $\frac{1}{2}$; Girard College, 26 $\frac{1}{2}$; Ridge Avenue, 20 $\frac{1}{2}$; Allegheny Co. coupon 5s, 72; Fulton Coal, 4 $\frac{1}{2}$; Penn. Mining, 9; Union Canal, 3 $\frac{1}{2}$; Locust Mountain, 34; New Creek, 1 $\frac{1}{2}$; Big Mountain, 7 $\frac{1}{4}$; Green Mountain, 6 $\frac{1}{4}$; N. Y. and Mid. Coal

Fields, 9 $\frac{1}{2}$; Shamokin Valley, 40; Hazleton Coal, 68; Bank of North America, 154; Mechanics' Bank, 27; Consolidated Bank, 32 $\frac{1}{2}$; Girard Bank, 46; Northern Liberty Bank, 68; First National Bank, 110; City Bank, 52 $\frac{1}{2}$; Reliance Insurance, 60; Del. Mut. Ins., 32. The latest quotations are: City 6s, 101@101 $\frac{1}{8}$; do., new, 104@104 $\frac{1}{8}$; State 5s, 95@95 $\frac{1}{8}$; Reading, 57 $\frac{1}{2}$ @57 $\frac{1}{4}$; do., 6s, 1870, 105@106; do., 1886, 115@116; Camden and Amboy, 158@160; Pennsylvania R. R., 72 $\frac{1}{8}$ @72 $\frac{1}{8}$; do., 1st mort., 107 $\frac{1}{8}$ @108; do., 2d mort., 105 $\frac{1}{2}$ @106; Little Schuylkill R. R., 47@48; Morris Canal, 62 $\frac{1}{4}$ @70; do., pref., 132@132 $\frac{1}{4}$; bonds, 104 $\frac{1}{2}$ @105; do., 2d mort., 100 $\frac{1}{2}$ @102; Susquehanna Canal, 17 $\frac{1}{8}$ @18; do., 6s, 62@62 $\frac{1}{2}$; Sch. Nav., 19 $\frac{1}{4}$ @20; do., pref., 34@34 $\frac{1}{2}$; do., 6s, 1882, 86 $\frac{1}{2}$ @87; Union Canal pref., 45 $\frac{1}{2}$ @5; do., bonds, 28@28 $\frac{1}{4}$; Delaware Div. Canal, 36@37; do., bonds, 94@97; Elmira and Williamsport, 37@38; do., pref., 51@53; do., 7s, 1873, 104@106; Beaver Meadow, 80@80 $\frac{1}{4}$; Harrisburg, 72@72 $\frac{1}{8}$; Long Island R. R., 42 $\frac{1}{4}$ @43; Lehigh Coal and Navigation, 60@60 $\frac{1}{4}$; do., scrip, 49@49 $\frac{1}{4}$; North Pennsylvania, 29 $\frac{1}{2}$ @29 $\frac{1}{4}$; do., 6s, 93 $\frac{3}{4}$ @94; do., 10s, 120@121; Philadelphia and Erie, 36 $\frac{3}{4}$ @37; do., 6s, 102 $\frac{1}{2}$ @103; Minehill, 60@60 $\frac{1}{2}$; Catawissa, 23 $\frac{1}{4}$ @24; do., pref., 42 $\frac{1}{4}$ @42 $\frac{1}{2}$; Lehigh Valley, 92 $\frac{1}{4}$ @93 $\frac{1}{2}$; do., bonds, 103 $\frac{1}{2}$ @104 $\frac{1}{2}$; Fifth and Sixth streets, (horse,) 58@60; do., 7s, 105@106; Second and Third, 78 $\frac{1}{2}$ @79 $\frac{1}{2}$; Race and Vine, 20@22; West Philadelphia, 70@71 $\frac{1}{2}$; Spruce and Pine, 18@18 $\frac{1}{4}$; Green and Coates, 44; Chestnut and Walnut, 50@60; Arch, 31 $\frac{1}{2}$ @33; Thirteenth and Fifteenth, 32@34; Seventeenth and Nineteenth, 11 $\frac{1}{4}$ @12; Girard College, 26 $\frac{1}{2}$ @27; Tenth and Eleventh, 49 $\frac{1}{2}$ @50; Norris town, 56 $\frac{3}{4}$ @57; Lombard and South, 17 $\frac{1}{8}$; Ridge Avenue, 20@21.

Boston.-Michigan Central 8s, 1869, 121; Vermont Central 1st mort., 87 $\frac{1}{2}$; Conn. and Pass. River R. R. bonds, 1876, 99 $\frac{1}{4}$; Northern (Geddesburg) 1st mort., 97 $\frac{1}{4}$; do., 2d mort., 28; Rutland 1st mort., 66; do., 3d mort., 4; Troy and Greenbush guar. 7s, 53 $\frac{1}{2}$; Cape Cod Br. R. R. 62 $\frac{1}{4}$; Mad River and Lake Erie R. R. 3 $\frac{1}{8}$; Grand Junction 1st mort., 73 $\frac{1}{4}$; Old Colony and Fall River 5s, 1867, 98 $\frac{1}{4}$; Cambridge R. R. 6s, 100; Rhode Island 6s, 1882, 104 $\frac{1}{4}$; Maine 6s, 1883, 105; Vermont 6s, 1871, 102 $\frac{1}{4}$; do., 1876, 105; Bath 6s, 1870, 103 $\frac{1}{4}$; Boston 5s, 1878, 110; do., 1865, 128; Albany 6s, (W. R. R. guar.) 106 $\frac{1}{8}$; Augusta 6s, 1870, 102 $\frac{1}{8}$; Chicago 7s, municipal, 106 $\frac{1}{4}$; Cambridge, Horse R. R. 124; Somerville, horse, 31 $\frac{1}{4}$; Chelsea, horse, 47 $\frac{1}{2}$; Union Steamship Co., 155; Cary Imp. Co., 10 $\frac{1}{8}$; Boston and Roxbury Mill, 54 $\frac{1}{4}$; Lorbery Coal, 72; Franklin Coal, 124 $\frac{1}{4}$; East Boston Co., 14; Boston Water Power Co., 46 $\frac{1}{8}$; Essex Co., 96; Waverly Co., 2 $\frac{3}{8}$; Chelsea Gas, 96; Malden and Melrose Gas, 68 $\frac{1}{4}$; Merchants' Bank, 100 $\frac{1}{2}$; Columbian Bank, 100 $\frac{1}{2}$; Webster Bank, 103 $\frac{1}{2}$; North Bank, 99 $\frac{1}{2}$; Maverick Bank, 93 $\frac{1}{2}$; Boston Bank, 68; Atlantic Bank, 94 $\frac{1}{4}$; Atlas Bank, 101 $\frac{1}{4}$; Suffolk Bank, 147; State Bank, 70 $\frac{1}{4}$; North Bank, 98 $\frac{1}{4}$; Market Bank, 72 $\frac{1}{2}$; Cambridge Market Bank, 100 $\frac{1}{4}$; Revere Bank, 104 $\frac{1}{4}$; National, 95; Howard, 99; Am. Ins. Co., 190; Boston Ins. Co., 135; Suffolk Ins. Co., 82; Equitable Ins. Co., 91; Dorchester 82; Neptune, 180; Merchantile Marine, 150; National, 44; Prescott, 98 $\frac{1}{4}$; Acton Mining Co., 4 $\frac{1}{2}$; Algoma, 2; Allonez, 8;

Albany and Boston, 10; Bedford, 2; Black River, 52 $\frac{1}{2}$; Boston, 5 $\frac{1}{2}$; Bay State, 19 $\frac{1}{2}$; Copper Falls, 27 $\frac{1}{2}$; Canada, 2 $\frac{1}{2}$; Columbian, 8; Dana, 2 $\frac{1}{2}$; Dudley, 4 $\frac{1}{4}$; Eagle River, 8 $\frac{1}{2}$; Great Western, 4 $\frac{1}{2}$; Green Mountain, 5 $\frac{3}{4}$; Hancock, 12; Hanover, 5 $\frac{1}{2}$; Huron, 38 $\frac{1}{2}$; Humboldt, 5; Hampton Mining and Smelting Co., 3; Hamilton, 3; Hungarian 3 $\frac{1}{2}$; Manhattan, 6 $\frac{1}{4}$; Mandan, 3 $\frac{3}{4}$; Madison, 6 $\frac{1}{2}$; Mesnard, 12 $\frac{1}{2}$; North Western, 12 $\frac{1}{2}$; North Cliff, 5 $\frac{1}{4}$; New England, 2 $\frac{1}{2}$; Ottawa, 48 $\frac{1}{2}$; Pheonix, 25 $\frac{1}{2}$; Pontiac, 6 $\frac{1}{2}$; Star, 12 $\frac{1}{2}$; Superior, 9 $\frac{1}{2}$; South Side, 4 $\frac{1}{4}$; Tremont, 5; Union Lead, 50c.; Waterloo, 1 $\frac{1}{2}$; Winthrop, 7; Wickham 82 $\frac{1}{2}$ c.

Baltimore.-Central Ohio Income bonds, 32 $\frac{1}{4}$; City Passenger R. R., 18; Santa Clara Mining Co., 7; Springfield, 2.55; Merchants' Bank, 109; Citizens Bank, 11 $\frac{1}{2}$; Union Bank, 70. The latest quotations are: Washington Branch, 127; Balt. and Ohio, 103 $\frac{1}{4}$ @104; do., 6s, 1867, 102 $\frac{1}{2}$; do., 1875, 105 $\frac{1}{2}$; do., 1880, 105 $\frac{1}{2}$ @106; do., 1885, 107 $\frac{1}{2}$ @107 $\frac{1}{4}$; Northern Central, 45@45 $\frac{1}{4}$; do., bonds, 1885, 101 $\frac{3}{4}$ @101 $\frac{1}{2}$; N. W. Va., 8@10; do., 1st mort., 103 $\frac{1}{2}$ @105; do., 2d mort., 102; do., 3d mort., 20@26; do., guar., 101@102; Central Ohio 2d mort., 104@106; do., 3d mort., 75; do., 4th mort., 46@48; do., income 1857-60, 30@33; Western Md. bonds, 80; do., guar., 105; Maryland 6s, coupon, 1870, 108@112; do., Ins., 111 $\frac{1}{2}$; do., 1890, 113; Baltimore 6s, 1870, 104; do., 1873, 108 $\frac{1}{2}$; do., 1875, 108@109; do., 1886, 108; do., 1890, 109 $\frac{1}{4}$; do., coupon, 109; do., 5s, 1888-70, 92@95; City Passenger R. R., 17 $\frac{1}{2}$ @17 $\frac{1}{2}$; South Carolina 6s, 55; Canton Co., 38@40; Deep River, 10; Gardner, 1.00; Guilford, .25@.40; Maryland, .85@.96; North State, .10@.15; Riddell, .70; Silver Valley, .10; Springfield, 2.55@2.60; George's Creek, 60 $\frac{1}{2}$ @70; Santa Clara, 6 $\frac{1}{2}$ @6 $\frac{1}{2}$.

Chicago and Rock Island Railroad.

The recent advance in the market value of the securities of this road, instead of being due to speculation, only keeps pace with their real value. There is no road in the country in position to share so largely in the wonderful development of our resources which is now taking place. Within three years the whole aspect of the west has been changed by the gold discoveries in the interior of the continent. A great State, far excelling California in mineral wealth, is growing up upon the eastern slope of the Rocky Mountains. Colorado the past year produced \$18,000,000 in gold. The yield the present year will be \$25,000,000. Idaho, lying to the north, will produce at least on half as much. Not including Nevada, the yield from these newly discovered gold fields, the present year, will equal nearly \$40,000,000. These fields bear the same geographical relation to the western states, that those of California and Nevada do to the Pacific Ocean. The former are peopled and fed directly from the west. A vast commerce has already developed itself, the value of which in both directions, the present year, will be more than \$50,000,000. The emigration to them will number 50,000 souls. Every year will enormously swell these aggregates. The new traffic created already exceeds the capacity of any one line of railroad.

Such being the fact, about which there is no difference of opinion, there is every reason why the lines of railroad upon which this traffic is to fall should increase immensely in value. For the

great line from the Missouri to the Pacific Ocean, Congress has made the most liberal provisions, and the work upon it is being vigorously pushed at each end. The complement of this line from the Missouri to Chicago, is the Mississippi and Missouri, and the Rock Island roads. This link is already filled from Lake Michigan to the central portion of Iowa. Within the coming year, it will be complete to Omaha, the point which has been established by the President of the United States as the eastern terminus of the Pacific Railroad.

The Rock Island will then be the most productive link in the great Continental line. It has entered into permanent arrangements with the Mississippi and Missouri Railroad which secures to it all the traffic of the former. It is this connection which has, the present year, so largely increased the earnings of the Rock Island road.

Such is the present and prospective position of this work. It earned last year 27 per cent upon its capital. For the present year it is earning at the rate of \$2,200,000 on a capital of \$5,600,000 in stock, and \$1,879,000 in Bonds, making an aggregate of \$7,000,000. This may be reduced to \$620,000 by cash assets in the hands of the company. It will earn the present year about \$1,100,000 net \$1,000,000 of which will be applicable to the stock.

It will earn a much larger sum the coming year. Already it has become a great highway to the Rocky Mountains. Every month will increase this traffic. If it was a productive work upon its local business, what must it become with the vast increase in store for it? Its securities, with its present earnings, ought to be worth as much as the Cleveland, Columbus and Cincinnati. With the future before it, their value certainly cannot be exceeded by that of any railroad in this or any other country. By any proper standard they are still low, and the public will so regard them, so soon as their real merit is understood.

The Reservoir Mercury Gauge.

In another part of the JOURNAL will be found an advertisement of a mercurial gauge for stationary, marine and locomotive engines, invented and patented by P. S. Justice, the result of his own convictions that some such gauge had become a necessity, as well as of long and careful study. One of the very first and most important questions to be solved by the practical engineer in charge of a steam Engine is, what is the actual pressure of the steam in his boiler; for on the knowledge of this fact depends the safety of those he is driving along, whether in the railway train, or in the steamer, and of those who may be employed about him in the factory or machine shop.

It is also a necessity in the skillful management of his engine, because there is also an intimate relation between the pressure in the boiler, and the effective working power of his engine. To ascertain this with certainty is the object of the steam gauge. The most common form has been that of the siphon tube, bent like the letter U, the mercury being pressed down in the leg communicating with the boiler, and causing it to rise in the other, in which a rod floats and indicates the height on a graduated brass scale, showing the difference of the level between the two legs; an inch of rise in each being equivalent to two inches, or a pound of pressure.

Bourdon's gauge or Ashcraft's as it is called in

England is on the principle of a coiled elliptical metal tube bent as a ring which contracts or expands its circumference according to the pressure, its end being pointed and acting as an index. Another invented by Mr. Shank obtains the amount of pressure by the compression of a bulb. There are also gauges which are elastic springs and of various forms. Still there was room for a better one than any of these, and it is claimed for Mr. Justice that he has hit upon the right one. Before describing it in detail, we may remark, that the principle is that of introducing mercury into a small flat cylindrical chamber, whose area is large in proportion to the diameter of the column of mercury which rests upon it, the rise or fall of which is seen on an adjoining scale connected with it. The movement of the plunger which fits in this chamber drives the mercury up its tube, and such are the relative proportions of the surface of the mercury in the chamber to the thread which is forced up the tube by the plunger, that the scale is a very extended one, the smallest rise in the chamber is multiplied in a large ratio in the tube, and a very small quantity of the mercury is sufficient for the purpose. These gauges are said to be very accurate and successfully used on the locomotives of the Erie and Reading Railroads, and several steamers, while in many factories and machine shops they are very much preferred to all other kinds. Our readers by looking at the following cut and reading the description will readily form an opinion of this new pressure gauge. The cut represents a vertical section, and presents square lines and curves to the eye, which in the gauge itself are parts of cylinders, and circles, and are more readily understood.

A is a brass cup containing the iron disc B, which is recessed on its lower side to form the mercury chamber a."

C, is a double-headed piston or plunger, with its upper and larger head covered by gum diaphragm b, and receiving the pressure of the mercury in chamber a, and into which it passes when the pressure is applied on the head of the piston f."

D, is a cap screwing into the cup A, and impinging on an iron disc or mercury chamber B, and the gum diaphragm b, thus being a perfectly tight joint at its point of contact d, and preventing any escape of mercury into the lower part of the cup A.

E, is a jam-nut with an orifice (for the steam) which presses against a perforated button or ring g, which in turn impinges on gum diaphragm e, making an air and steam tight joint at point of contact.

f, is the lower and smaller head of the piston, which receives the steam pressure, and in its upward motion forces the mercury in chamber a, through the small perforated aperture in the centre of disc B, immediately over which is the glass tube G, into which it rises to the point indicated by the register.

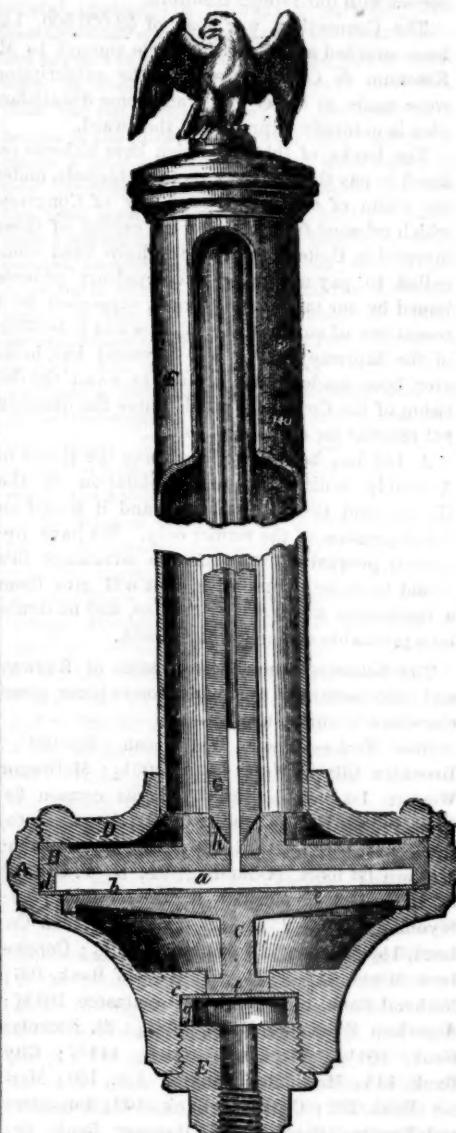
h, is a gum ring or cushion to receive the conical end of the glass tube G, which is firmly pressed upon it by screwing on the top cap of the brass tube F.

Having personally inspected this gauge we recommend it to the attention of managers of Railroads, Manufactories, Blast Furnaces and Machine shops, as possessing the following advantages:

1st. It is the *only practical Gauge* for Locomotives,

Stationary or Marine Engines, which is not liable to register falsely by constant use; being *always true*, under any conditions of temperature existing between the Tropics and the Poles, and having great compactness in form.

2d. It is a *plain mercury column* (open to the atmosphere) operated upon by the movement of a double headed piston or plunger beneath it; the lower or small head of the piston (with an area varying from one-tenth to one-hundredth part of the area of the upper head) receives the steam pressure; whilst the upper or larger head of the piston receives the mercurial pressure as shown in the annexed cut; this arrangement permits the



use of short columns of mercury in registering high pressures.

3. Having *no Metal Springs, Tubes nor Corrugated plates to corrode, granulate or break*, it is not liable to any of the accidents which constantly attend other gauges employing these uncertain and perishable mediums; the only part liable to breakage being the glass tube, which however is securely cased in brass and can be duplicated to any extent (at a slight cost) without affecting the registry or accuracy of the gauge.

4. Should any part of this gauge be broken by

accident, or by being tampered with, the mercury immediately sinks into the reservoir and thus indicates that it has ceased to register; whilst with all other gauges employing Springs, Tubes or Corrugated Plates, the registry may be *apparently* truthful for months after they have *really* ceased to be correct; thus the Engineer is often thrown off his guard at the time when he has most need of a monitor to warn him of his danger.

These Guages are manufactured solely by Philip S. Justice, by whom the fullest information will at all times be readily furnished at his offices, 42 Cliff street, New York, and 14 North Fifth street, Philadelphia.

The Knickerbocker Life Insurance Co.

We present to our readers in this issue, the card of the Knickerbocker Life Insurance Company of New York. This institution is now in the front rank of American life corporations, and for safety, reliability, and the most liberal treatment of policy holders, its reputation is beyond reproach. The steady growth, and permanent prosperity evinced in its yearly statements warrant us in saying, that the confidence manifested by the public has been fully merited. The management are from among our best and most successful business men, and are well-known in the community for their honorable dealings and unimpeachable integrity. Life insurance is of itself a great benevolent scheme, and as a system deserves unlimited support. The only question is as to companies, and we can heartily commend to our readers the Knickerbocker, as one in which they can have implicit confidence. The office is at 161 Broadway.

Negotiability of Railroad Bonds.

There ought not to be any question that the bonds of railroad or other corporations, payable to a specified person, or his assigns, are subject to the same rules as bills of exchange or promissory notes, in respect to their negotiability free from any claims of the corporation against the person named in the bond.

But the Supreme Court of Maine having lately decided that bonds are not thus negotiable, we are glad to notice a recent case in the New York Court of Appeals, (Brainerd against the New York and Harlem Railroad Company,) in which a contrary decision was made. In this case, several bonds had been made under seal, payable to G. L. Schuyler or his assigns, and transferred by his assignment in blank.

The Harlem Railroad Company sought to set off their claims against Schuyler in this action, and not being allowed to do so, appealed. The following opinion was delivered by

DENIS, CH. J., who, after disposing of some questions of fact, said:

The questions of law which the appeal presents, are whether the instruments are commercial paper so as to be negotiable, and whether they were legally negotiated by delivery under the blank assignment.

These might have been very grave questions in this State a few years ago. But they have been settled against the defendant in this state by a series of decisions which it is impossible at this day to depart from.

In The State of Illinois *vs.* Delafield, (8 Paige, 527,) and the same case on appeal in the Cou

for the Correction of Errors, (2 Hill, 159,) it was held that the bonds of the State of Illinois executed under the seal of that State, were negotiable securities in such a sense as that a purchaser would acquire a title superior to that of the party to whom they were originally issued, and an injunction against transferring them was granted by the Court of Chancery, and sustained by that Court and the Court of Errors on that precise ground. These cases were referred to with approval in this Court in The Mechanics' Bank of New York *vs.* The New York and New Haven Railroad Company, (3 Kern, 599, 626.) The Bank of Rome *vs.* the Village of Rome, was an action brought on certain bonds issued under the defendants' corporate seal, and they were held to be negotiable; and a defence sought to be set up against the plaintiff who was a *bona fide* holder was excluded, though it would have been available against the original party, (19 N. Y., 20.) The instruments in question in the cases cited were not it is true the bonds of a railroad corporation, but they were under the corporate seal of the maker. No distinction can be made between such corporations and those which are created for governmental or municipal purposes. The point of objection when it is sought to bring such securities within the law of commercial paper is, that being under seal they are deeds, and commercial instruments are simple contracts. But when such obligations are issued to secure the payment of money upon time, and contain on their face an expression showing that they are expected to pass from one person to another, and thus to perform the office of bills and notes, or of money, as the words "bearer," or "assigns," or "the holder," or like the courts of this country with a single exception, and those of this State without any exception, have concurred in attaching to them the attributes of commercial paper. The case of White *vs.* the Vermont and Massachusetts R. R. Co. (21 How. U. S., 575,) was an action to recover on a bond issued by a railroad corporation, the payee's or obligee's name being left blank. It was held that the instrument was negotiable, and that the plaintiff to whom it had been transferred might insert his own name in the blank. The exceptional case which has been alluded to is Diamond *vs.* Lawrence County, (37 Penn. 351.) The Court held that a bond like the one before us, except that it was payable to bearer, was not negotiable; but the learned judge who delivered the opinion of the Court admitted in express terms, that all the courts, American and English were against him. Whether this admission was not too broad as respects some of the English tribunals may be questioned; but as we feel bound to follow the judgment of the courts of this State, it will not be useful to criticise the cases which have been adjudged elsewhere.

Having come to the conclusion that the instruments are negotiable paper in the nature of promissory notes, it follows inevitably that the blank assignment signed by the payee was a sufficient transfer of them, and that the plaintiff was entitled to insert his own name in the blank, (Van Duzer *vs.* Howe, 21 N. Y. 531; Edwards on Bills, 275;) and also that the defendant could not be allowed a set off against the payee without establishing that the plaintiff was not a *bona fide* holder. The result is that the judgment of the Supreme Court must be affirmed.

All the judges concurred in this opinion.

Commerce of Brazil.

The following is a Statement of the Commerce of the United States of America with the Empire of Brazil from 1821 to 1861:

| | | Exports from the U. S. | Imp'ts into | Domestic. | Foreign. | Total. | United S'ts. |
|-------|-----------|------------------------|-------------|------------|----------|--------|--------------|
| 1821. | \$885,348 | \$496,412 | \$1,381,760 | \$605,126 | | | |
| 1822. | 1,817,411 | 246,518 | 1,468,929 | 1,486,567 | | | |
| 1823. | 1,062,209 | 279,181 | 1,341,290 | 1,214,810 | | | |
| 1824. | 1,699,754 | 602,150 | 2,301,904 | 2,076,119 | | | |
| 1825. | 1,641,296 | 752,458 | 2,398,754 | 2,156,707 | | | |
| 1826. | 1,597,344 | 608,005 | 2,200,849 | 2,156,878 | | | |
| 1827. | 1,486,433 | 377,873 | 1,863,808 | 2,060,971 | | | |
| 1828. | 1,505,779 | 482,986 | 1,988,715 | 3,097,752 | | | |
| 1029. | 1,510,260 | 419,667 | 1,929,927 | 2,585,467 | | | |
| 1830. | 1,600,999 | 242,239 | 1,843,238 | 2,491,460 | | | |
| 1831. | 1,652,193 | 423,902 | 2,076,095 | 2,275,829 | | | |
| 1832. | 1,232,077 | 822,717 | 2,054,794 | 3,890,815 | | | |
| 1833. | 2,474,555 | 797,546 | 3,272,101 | 5,089,698 | | | |
| 1834. | 1,586,097 | 473,254 | 2,059,851 | 4,729,969 | | | |
| 1835. | 1,810,791 | 797,865 | 2,608,656 | 5,574,466 | | | |
| 1836. | 1,732,741 | 1,362,195 | 3,094,936 | 7,210,190 | | | |
| 1837. | 1,801,217 | 441,992 | 1,743,209 | 4,991,983 | | | |
| 1838. | 2,094,957 | 562,237 | 2,657,194 | 3,191,238 | | | |
| 1839. | 2,138,997 | 508,488 | 2,637,485 | 5,292,955 | | | |
| 1840. | 2,145,863 | 800,711 | 2,506,674 | 4,927,296 | | | |
| 1841. | 2,941,991 | 575,282 | 3,517,273 | 6,802,658 | | | |
| 1842. | 2,225,571 | 375,981 | 2,801,502 | 5,948,814 | | | |
| 1843. | 1,568,584 | 228,704 | 1,792,288 | 3,947,668 | | | |
| 1844. | 2,409,418 | 468,884 | 2,818,252 | 6,888,806 | | | |
| 1845. | 2,418,567 | 424,388 | 2,887,950 | 6,084,599 | | | |
| 1846. | 2,754,012 | 389,383 | 3,148,395 | 7,441,803 | | | |
| 1847. | 2,566,938 | 376,840 | 2,943,778 | 7,096,160 | | | |
| 1848. | 3,092,736 | 279,698 | 3,872,434 | 7,992,848 | | | |
| 1849. | 2,838,380 | 264,507 | 3,108,977 | 8,494,368 | | | |
| 1850. | 2,728,768 | 478,847 | 3,197,114 | 9,324,429 | | | |
| 1851. | 3,128,956 | 623,960 | 2,752,916 | 11,525,804 | | | |
| 1852. | 2,782,179 | 238,863 | 3,021,042 | 12,230,289 | | | |
| 1853. | 3,724,190 | 260,264 | 3,994,444 | 14,817,961 | | | |
| 1854. | 4,046,857 | 192,384 | 4,289,241 | 14,110,887 | | | |
| 1855. | 3,973,219 | 288,064 | 4,261,273 | 15,218,925 | | | |
| 1856. | 4,858,122 | 236,779 | 5,094,904 | 19,262,657 | | | |
| 1857. | 5,268,166 | 277,041 | 5,545,207 | 21,480,732 | | | |
| 1858. | 4,735,834 | 218,872 | 4,954,706 | 16,952,886 | | | |
| 1859. | 5,929,004 | 327,976 | 6,256,976 | 22,439,842 | | | |
| 1860. | 5,945,235 | 385,020 | 6,280,255 | 21,214,808 | | | |

Annual Average of Decennial Periods and 1861.

| | | | | |
|-----------|-------------|-----------|-------------|-------------|
| 1821-'30. | \$1,420,688 | \$450,193 | \$1,870,877 | \$1,978,965 |
| 1831-'40. | 1,816,449 | 654,590 | 2,471,089 | 4,737,446 |
| 1841-'50. | 2,558,496 | 379,199 | 2,982,696 | 6,951,694 |
| 1851-'60. | 4,439,176 | 299,920 | 4,739,096 | 16,922,329 |
| 1861.... | 4,787,702 | 224,466 | 5,012,168 | 30,809,694 |

Atlantic and Great Western Railway.

At a meeting of the stockholders of the Atlantic and Great Western Railway of Pennsylvania, held at their office in Meadville, on the 11th inst., the following directors were chosen:

Wm. Reynolds, President; Gaylord Church, Jas. J. Shryock, Marvin Kent, John Dick, T. W. Kennard, John McFarland, O. Hastings, G. A. Bittenbender, J. H. R. Rose, C. E. Blakesley, A. W. Mumford, Samuel Wann.

At a subsequent meeting of the Board, T. W. Kennard was appointed Vice President, and Wm. Thorp, Secretary and Treasurer.

Oil Creek Railroad.

At the annual meeting of the stockholders of this company held at Warren, Pa., on the 11th inst., the following directors were chosen:

President, I. Struthers; Directors, Orris Hall B. J. Wells, Boon Mead, Myron Waters, James H. Eddy, C. C. Wetmore, J. S. Alcen, L. Olney, Jr., E. Cowan, G. V. N. Yeates, and H. A. Kent, Secretary and Treasurer, John F. McPherson.

The business on the 27 miles from Corry to Titusville for the 14 months ending December 31st, 1863, is represented as follows:

There was carried over the road since November 1st, 1862, 430,684 bbls. oil, 459,424 empty bbls., 22,727 tons of merchandise, and other

freights, and 59,967 passengers. Total receipts, including mail, telegraph and express business, \$384,705 18.

A dividend of 25 per cent was declared to Jan. 1st, 1864.

Banks of the United States.

The following is a condensed statement of the banks of the United States near January, 1863:

| No. of Banks. | State. | Capital. | Deposits. | Loans. | Specie. | Circulation. | Stocks. |
|---------------|-----------------------|---------------|--------------|---------------|--------------|---------------|---------------|
| 507 | Eastern States... | \$126,819,972 | \$86,731,741 | \$216,341,927 | \$12,826,867 | \$65,516,155 | \$8,019,937 |
| 491 | 5 Middle States... | 155,270,418 | 267,950,993 | 266,821,593 | 51,267,527 | 82,372,091 | 146,125,006 |
| 147 | 5 Southern States... | 56,282,622 | 16,480,490 | 79,382,290 | 8,119,036 | 39,588,760 | 9,947,427 |
| 114 | 5 N. W. States... | 60,971,577 | 21,482,136 | 61,682,561 | 21,564,993 | 31,545,648 | 7,906,758 |
| 207 | Totals, Jan., 1863... | 1,466 | 410,045,829 | 498,686,226 | 648,601,863 | \$101,227,369 | \$180,508,260 |
| 1,406 | Do. | 1,406 | 419,761,812 | 297,127,226 | 647,686,103 | 102,207,559 | 188,988,945 |
| 1,601 | Do. | 1,601 | 429,592,713 | 257,229,662 | 696,778,421 | 87,674,507 | 98,976,262 |
| 1,562 | Do. | 1,562 | 421,880,095 | 258,802,129 | 691,945,580 | 83,594,387 | 74,004,879 |
| 1,476 | Do. | 1,476 | 401,976,242 | 259,568,278 | 657,183,793 | 107,102,477 | 70,344,340 |
| 1,422 | Do. | 1,422 | 394,622,792 | 185,982,049 | 583,185,242 | 74,112,832 | 155,208,344 |
| 1,406 | Do. | 1,406 | 370,834,686 | 280,351,352 | 684,456,887 | 58,849,938 | 214,778,822 |
| 1,388 | Do. | 1,388 | 348,874,272 | 212,705,682 | 634,188,280 | 59,314,063 | 59,272,329 |
| 1,307 | Do. | 1,307 | 382,117,288 | 190,400,842 | 576,144,755 | 53,944,546 | 195,452,223 |
| 1,298 | Do. | 1,298 | 301,876,071 | 188,188,744 | 567,397,779 | 59,410,253 | 204,689,207 |
| 879 | Do. | 879 | 257,807,553 | 128,957,712 | 413,756,709 | 48,671,048 | 155,065,251 |

Railroad Earnings--Weekly.

The earnings of the Chicago and Northwestern Railroad for the second week in January, 1864, were \$21,316 95. Corresponding week in 1863. 14,390 83

Increase. 6,926 12

The earnings of the Galena and Chicago Union Railroad for the 3d week in Jan., 1864, have been \$42,716 59. Corresponding week of previous year. 31,379 76

Increase. \$11,336 83

The earnings of the Michigan Southern and Northern Indiana Railroad for the 3d week of Jan., 1864, were \$60,088 00. Corresponding week of previous year. 50,704 00

Increase. \$9,384 00

The earnings of the Chicago and Rock Island Railroad for the 3d week in January, 1864, were \$60,042 00. Do., 1863. 37,512 00

Increase. \$22,530 00

The earnings of the Michigan Central Railroad for the 3d week in Jan., 1864 were \$67,540 00. Corresponding week of previous year. 63,574 00

Increase. 3,966 00

The earnings of the Cleveland and Toledo Railroad for the 3d week of January, 1864, were \$80,481 00. Same week, 1863. 29,834 00

Decrease. \$647 00

The earnings of the Grand Trunk Railway for the week ending January 16th, 1864, were:

Passengers. \$21,990 88
Freight and live stock. 62,080 81
Mails and sundries. 3,800 00

Total. \$87,821 69
Corresponding week, 1863. 96,857 53

Decrease. \$9,035 84

The earnings of the Marietta and Cincinnati Railroad for the 3d week in January, 1864, have been \$32,185 24. Corresponding week in 1863. 20,715 53

Southern Wisconsin Railroad.

The extension of this road from Monroe to Dunleith on the Mississippi river, opposite Dubuque, is receiving considerable attention from the people of Milwaukee. It is said that the extension would bring an enormous amount of business to the line. There are two charters for an extension; one authorizing the construction of the road through Shullsburg, New Diggings, Beetown, &c., and the other through Calamine, Platteville, &c. It is claimed that the distance from Monroe to Dunleith, by the Shullsburg route, is 58 1-2 miles, while it is about 87 miles by the Platteville route. This is an argument for the former, as it is desirable to build railroads, now-a-days, on as near an air-line as possible, if the topography of the country will admit of it. This is said to be favorable by the Shullsburg route.

The Milwaukee *Wisconsin* urges the project with force and earnestness. It says:

These railroad connections are the short sections between the old La Crosse road, near Sparta, to a point opposite Winona, and that between Monroe and Dunleith, opposite Dubuque. Both of these being built, it would give direct railroad communication with the very heart of Minnesota and Iowa, two of the most fertile and promising States in the Northwest.

It particularly urges, for the following reasons, the extension of the South Western railroad from Monroe to Dubuque:

There are gentlemen who desire to perfect arrangements, for the proposed extension, *via* Shullsburg, New Diggings, &c. The distance is only 58 1/2 miles, which it is necessary to build the road, and the country is favorable for its construction, while the people along the route are ready to do everything in their power, by way of co-operation.

After it is built, the Milwaukee and Prairie du Chien Railway company stand ready to lease and stock it, paying eight per cent upon the cost of construction. With this short section constructed, the connection would be formed with the Dubuque and Pacific railroad, which extends from Dubuque westward, which is already in operation a distance of one hundred miles; and which will eventually form connection at Sioux City, with the great Pacific Railway extending across the continent.

The shipments from the mining regions in the southwestern part of the State have heretofore gone by the Illinois Central, and to show the extent of the trade which exists in those regions, we present the following statement, prepared by

citizens of Lafayette county, men of standing, whose authority is beyond question:

Shipments Eastward from the several stations on the Illinois Central Railroad from Galena to Warren, inclusive, and including shipments from Galena by river, in 1862, and estimated value thereof, viz.: Wheat \$363,250 bush, at 85 cts. per bu. \$308,762 50 Oats 1,007,763 " 50 " 503,880 00 Flour 40,371 bbls at 4.50 per bbl. 182,669 00

\$995,311 50

Returns of the shipments from all of the points included in the above statement, in 1863, could not be procured, but buyers and shippers agree in the opinion that the shipments in 1863 exceeded those in 1862, from 50 to 100 per cent. Therefore add 50 per cent to the above amount for increase in 1863. 497,665 75

Making total estimated value of those articles shipped in 1863. \$1,492,967 25 To which add lead 17,000,000 lbs at 8 cents per lb. 1,360,000 00

\$3,752,967 25

To which is still to be added, the value of the bacon, lard, butter, eggs, cattle, and a portion of 12,123,210 lbs. of miscellaneous articles shipped from Galena—making a grand total value of produce of fully four millions of dollars.

We notice also that the Chamber of Commerce of Milwaukee (a most energetic and practical body) has passed the following resolution on the subject:

Resolved.—That a committee of five be appointed by the President, to collect and report facts in relation to the feasibility of the construction of a Railroad from Monroe to Dubuque, and the amount of business which it would transact, together with any other information which they may think proper relating to the subject; and that they invite the several committees of the citizens of La Fayette and Grant counties now in the city, and also Mr. B. H. Edgerton who has recently made surveys of said Railroad to appear before them, and present such facts as they think proper.

The following gentlemen were appointed as the committee indicated in the resolution: Messrs. H. T. Thompson, Jackson Hadley, E. H. Brodhead, Geo. W. Allen, J. A. Dutcher.

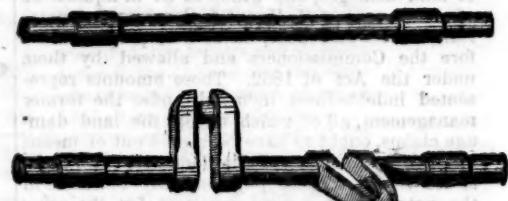
The Hoosac Tunnel.

The Governor of Massachusetts, in his recent annual message, makes the following statements in relation to this great work:

The enterprise of constructing the Hoosac Tunnel is in vigorous progress, under the management of its able and experienced Commissioners. The construction of the road lying east of the mountain, of which the eastern terminus is in Greenfield, is not yet resumed. Certain questions of title, springing from what is called "The Smith Mortgage," seemed to render it improper that the Governor and Council should assume that responsibility in advance of judicial determination. The Attorney General of the Commonwealth was charged with instituting proceedings to bring these questions before the Supreme Judicial Court for adjudication, and I am advised by him that measures are in progress to accomplish that end.

A report has been made by the Commissioners to the Governor and Council, bringing down to the close of the last calendar year an account of their doings and expenditures. This document, with various legal opinions in writing, and the record of the proceedings of the Governor and Council in relation to the railroad and the tunnel, may all be important for consultation, should the Legislature find occasion to consider any matter pertaining to the enterprise, or should any new legislation be invoked concerning it. I think that a Committee of the Legislature ought annually to

CAST STEEL.



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NAYLOR, VICKERS & CO., SHEFFIELD, ENGLAND.

CAST STEEL TYRES WITHOUT WELD,

Reversible Crossings and Frogs, Disc Wheels, Pistons and Piston Rods without weld, Crank and Straight

AXLES, AND EVERY DESCRIPTION OF STEEL FOR RAILWAY PURPOSES.

STEEL CROSSINGS have been in use more than three years with very little perceptible wear, in places where the ordinary ones had to be replaced every four months. They have been estimated to be good for ten years in the worst places.

THE "VICKERS" TYRES are in constant and extensive use on almost all the Railways in Great Britain, and also on many roads in other parts of Europe. Their chief advantages are:—1. Their Durability: they will outlast any Iron Tyre without being turned, and for this reason are cheaper than Iron Tyres (free of cost). 2. Their Safety: being without a weld they are not liable to break, and Steel is proved to be a stronger and tougher metal than any other. 3. Their Uniformity: they do not wear in flat places nor "laminated." 4. They are not injuriously affected by frost, and are guaranteed to stand the severest climate.

STEEL AXLES will be found economical, because they may with safety be made much lighter than those of Iron. They will wear longer and "smoother," and will consume much less oil; nor are they liable to granulate from constant use.

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TOTALLY exclude rain, wind and dust from, and stop the rattling of doors and windows of every description, without interfering with the free use of the same at all times. They save one-half the fuel in winter. For Circular, with references, address the **PATENT METALLIC WEATHER STRIP CO., 644 Broadway, corner of Bleecker st.** Local Agents wanted everywhere.

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ENGINEERS AND MANUFACTURERS OF
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Branches: 92 George St., Manchester; 202 Hope St.,
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61 CEDAR STREET, NEW YORK.**

About 50,000 of these Gauges have been manufactured and sold. The rapidly increasing demand for them demonstrates their superiority over all others hitherto known.

CENTRAL PACIFIC RAILROAD COMPANY OF CALIFORNIA.—The coupons due Jan. 1, 1864, on the Mortgage Bonds of this Company, will be paid on and after the 1st proximo, in gold coin, less Government tax, at the office of **EUGENE KELLY & CO., No. 36 Wall street.**

OFFICE OF THE ILLINOIS CENTRAL R. R. CO., { New York, January 6, 1864.
Resolved, That a dividend of FOUR PER CENT., in cash, free of government tax, upon the Stock and Cancelled Bonds scrip of this Company is declared, payable on the first day of February to the registered holders of stock and scrip at the close of business on the 18th inst.

This dividend is in lieu of and in advance of two Coupons in the full-paid stock, and by terms of the contract terminates the obligation to pay Interest to the full-paid share-holders.

Resolved, That the transfer books be closed on the 18th instant, and re-opened on the third day of February.

By order of the Board.

4th THOMAS E. WALKER, Treasurer.

PATENT SOLID EMERY WHEELS.

THE New York Emery Wheel Company, after a long series of experiments have so perfected the method of manufacture of their improved wheels as to be able in future to fill promptly all orders for wheels in quantities. Our invention is pronounced by all who have used our improved wheel to be superior in every respect to any method heretofore known for combining emery for cutting, grinding or polishing purposes. Our Emery oil stones are superior to the Arkansas stone. Emery hones, knife sharpeners, etc., constantly on hand. Send for circular and price list. Address Josiah BARTLETT, Office No. 51 Beckman st. (up-stairs,) New York.

**NEW ENGLAND
MUTUAL LIFE
INSURANCE CO.**

CASH ACCUMULATION..... \$2,930,000

CLEAR SURPLUS..... 1,350,000

WILLARD PHILLIPS, Pres. B. F. STEVENS, Sec.

DIRECTORS.
Charles P. Curtis, William B. Reynolds,
Thomas A. Dexter, Geo. H. Folger,
Marshall P. Wilder, Francis C. Lowell,
Sewell Tappan, James S. Amory,
Charles Hubbard, Homer Bartlett.

The oldest wholly Mutual Company in the United States. Established in Boston 1843, and uniformly successful—combining perfect security with strict economy. Last dividend paid to all insurers IN CASH, 40 per cent., amounting to \$750,000, leaving a large surplus besides. The best cash investment that can be made. Send for documents; supplied gratis.

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